

DEMOLITION OF FORMER RETIREMENT HOME AND ERECTION OF 6NO. 2.5 STOREY HIGH DETACHED DWELLINGHOUSES, WITH ASSOCIATED PARKING, LANDSCAPING AND BOUNDARY TREATMENTS.

Exeter House Rest Home, 36 Skaife Road, Sale, M33 2FZ

APPLICANT: Mr Iain Mills

AGENT: Tsiantar Architects Ltd

RECOMMENDATION: MINDED TO GRANT SUBJECT TO LEGAL AGREEMENT

SITE

The application site relates to a vacant retirement home site, situated on the south-eastern side of Skaife Road in Sale. Historically this plot comprised of a large late-Victorian dwellinghouse, a building which still stands today, set within generous grounds. The conversion of the villa into a retirement home appears to have taken place during the second-half of the twentieth century, and was succeeded by a series of incremental developments (principally during the 1970's) on the vacant land to the south-west to increase the number of bedrooms provided up to 40. Consequently when the site is viewed from the Skaife Road streetscene it appears to comprise of two distinct two-storey buildings of individual style although, in reality, they are held together by a sprawling collection of single-storey structures to the rear.

Those areas of the site not occupied by buildings have been covered in hardstanding. Two points of vehicular access exist along the Skaife Road frontage.

The application site is enclosed on three sides by other residential development. To the north-east is a modest pair of 1970's semi's, whilst Edwardian houses back onto the south-western boundary. To the rear (south-east) is a collection of 1960's-style apartment blocks.

The character of the surrounding area is almost entirely residential, although a mixture of building styles and sizes are evident on Skaife Road, ranging from modern bungalows to a commanding Arts & Crafts Villa.

PROPOSAL

This application seeks consent to redevelop the site for residential purposes by demolishing all of the existing buildings and replacing them with 6no. detached dwellinghouses. Each property fronts onto Skaife Road and benefits from its own front and rear garden.

Living accommodation is provided across three floors, including within the roof-space. Two different styles of house have been shown, although all of them will accommodate four bedrooms inside.

This application originally sought consent to erect four pairs of semi-detached properties, however has since been revised down to six detached units.

The total floor-space of the dwellings for which self-build exemption will be sought in relation to paying a CIL charge is 306sqm.

The total floor-space of the remaining four dwellings is 646sqm.

DEVELOPMENT PLAN

The Development Plan in Trafford Comprises:

- The **Trafford Core Strategy**, adopted 25th January 2012; The Trafford Core Strategy is the first of Trafford's Local Development Framework (LDF) development plan documents to be adopted by the Council; it partially supersedes the Revised Trafford Unitary Development Plan (UDP), see Appendix 5 of the Core Strategy.
- The **Revised Trafford Unitary Development Plan (UDP)**, adopted 19th June 2006; The majority of the policies contained in the Revised Trafford UDP were saved in either September 2007 or December 2008, in accordance with the Planning and Compulsory Purchase Act 2004 until such time that they are superseded by policies within the (LDF). Appendix 5 of the Trafford Core Strategy provides details as to how the Revised UDP is being replaced by Trafford LDF.
- The **Greater Manchester Joint Waste Plan**, adopted 01 April 2012 now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.
- The **Greater Manchester Joint Minerals Plan**, adopted 26th April 2013. On the 13th March 2013, the Council resolved that the Minerals Plan, together with consequential changes to the Trafford Policies Map, be adopted and it came into force on the 26th April 2013. The GM Joint Minerals Plan therefore now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

- L1 – Land for New Homes
- L2 – Meeting Housing Needs
- L4 – Sustainable Transport and Accessibility
- L7 – Design
- L8 – Planning Obligations

PROPOSALS MAP NOTATION

None

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

The DCLG published the National Planning Policy Framework (NPPF) on 27 March 2012. The NPPF will be referred to as appropriate in the report.

RELEVANT PLANNING HISTORY

Various planning applications for incremental additions to the Retirement Home were submitted in the 1970's. The most recent consent on this site is listed below:

H/51213 - Erection of two storey and first floor front extensions and single storey side and rear extensions to provide additional bedrooms, lounge extension, kitchen, toilets and shower room – Approved with Conditions, 23rd April 2001

CONSULTATIONS

LHA: No objections, subject to amendments to ensure that those tandem driveways that are not immediately in-front of a pedestrian door measure 10m in length.

GMEU: No objections, following the submission of further bat emergence surveys. Standard conditions regarding bats and birds in relation to the demolition of the existing buildings have been recommended.

Design for Security (GMP): No objections. Standard condition recommended.

United Utilities: No objections. Standard condition recommended.

REPRESENTATIONS

One letter of objection was submitted in relation to the originally proposed scheme, which sought consent for four pairs of semi-detached properties. This stated that side windows would overlook the properties of 8 & 10 Talbot Road. A condition for obscured-glazing has been requested. Concern was also raised with the increased level of traffic and parking that the development would generate. Finally more details of boundary treatments should be submitted.

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. The proposal seeks consent for the creation of 6no. 4-bed dwellinghouses situated on previously developed, or 'brownfield' land, that falls within the 'Southern Part of the Manchester City Region'. Policy L1 (Land for New Homes) of the Core Strategy indicates that new housing provision in the Borough will be achieved through new-build, conversion and sub-division of existing properties, and explains that the Council will seek to ensure the efficient use of land, concentrating higher density housing development in appropriate sustainable locations at lowest risk of flooding. It also sets out an indicative target of 80% for

new housing provision to use brownfield land. The development is located within an established residential area, in reach of a regular bus service that operates along Old Hall Lane/Northenden Road (160m to the south-west). A large area of public green-space in the form of Worthington Park is to be found 550m away to the West. Future residents would also have access to day-to-day top-up facilities within Sale Moor, which is located 350m to the south-west. Thus the development is considered to be located within a sustainable location, and meets the relevant tests set out within Policies L1 and L2 of the Trafford Core Strategy.

DEMOLITION OF VICTORIAN PROPERTY

2. In order to free-up the application site for new housing, the Victorian former dwellinghouse that stands at its northern end would be demolished. Whilst the exterior of this property is considered to display some handsome architectural features, most notably the decorative stone upstands and chimney breasts on its gable-ends, its general design is unexceptional and the building has been subjected to significant additions and alterations as part of its conversion into a retirement home. As such it is not considered to be of sufficient quality that would warrant classing it as a non-designated heritage asset and therefore there are no objections to its demolition to facilitate new housing.

RESIDENTIAL AMENITY

Impact on existing surrounding properties

3. The development has been sited so as to broadly follow the building line set by 42-44 Skaife Road, and 152 Broad Road beyond. The Plot sizes proposed are shortest at the southern end of the site, where unit 6 is located. Here the first-floor rear windows retain 10.5m to the garden boundary with 89 Old Hall Road, whilst the second-floor dormers achieve a separation of 11m. The Council's Planning Guidelines: New Residential Development indicates that three-storey development should normally retain 13.5m to garden areas. Whilst the dormer windows fall short of achieving this standard it is noted that the two-storey retirement home, that currently stands at this end of the site, contains several first-floor windows within its rear elevation and retains just 8m to the same boundary. Thus both the existing and the proposed development fall short of meeting the Council's privacy standards by 2.5m, and therefore this aspect of the scheme is deemed to be acceptable by virtue that it does not worsen the existing relationship between the two sites. It is further recognised that the dormers in question are of a modest size, and that only the end portion of No.89's 30m long garden would be affected. For these reasons this particular relationship is considered to be acceptable. All other units comfortably achieve the necessary privacy distances to their rear boundary and facing windows.
4. Also to the rear of the site is Worthington Court, a three-storey apartment block. This building has two blank gable-ends facing the application site, and an elevation containing several windows that all retain a minimum of 14m to the common boundary. As such no undue interlooming between these existing and proposed residential units will occur.

5. The properties of 8 & 10 Talbot Road, along with their associated garden areas, back onto the south-western side boundary of the application site. Unit 6 of the proposed development has been sited so that it straddles both of these neighbouring gardens, at a setback of 1m from their boundary. This represents an increased proximity of 2m compared to the existing two-storey element of the retirement home. Subsequently the gable-end to unit 6 retains 16m to the original rear windows of No's 8 & 10, and 12.2m to the single-storey extension that exists on the back of 10 Talbot Road. The Council's SPG: New Residential Development seeks to retain a separation of 15m when a blank two-storey gable is introduced in front of a facing window. However, in this instance it is considered that a degree of flexibility can be applied to the guidelines as the room within No.10's single-storey addition also contains a window that achieves an outlook to the side (north-west). In any event, unit 6 would only span a 1/3 of its garden width and so its affected window on the rear elevation will continue to achieve a clear outlook, free of development, to the north.
6. The windows proposed on the front elevation of the new properties all comfortably meet the Council's privacy distances. Meanwhile the bathroom window proposed to the north-eastern side of Unit 1 faces onto the gable-end of neighbouring 42 Skaife Road, which in turn contains only a small window fitted with obscured-glazing. As such this is considered to be an acceptable impact, although it is still recommended that an obscured-glazing condition be added to any permission. The projection of the flat-roofed ground-floor addition to the rear of Unit 1, past neighbouring 42 Skaife Road, complies with guidance set out in the Council's SPD: A Guide to Designing House Extensions and Alterations.

Level of amenity provided within the development site

7. All of the windows proposed on the side elevations of the new properties will serve non-habitable rooms, and therefore can be fitted with obscured-glazing to prevent any loss of privacy. The projection of the flat-roofed ground-floor addition to the rear of Unit 4, past neighbouring Unit 5, complies with guidance set out in the Council's SPD: A Guide to Designing House Extensions and Alterations. Each property is considered to provide good quality living conditions, and benefits from a private garden area to its rear that measures at least 100sqm in size. The level of amenity afforded to prospective occupants of the new houses is therefore considered to be acceptable.

DESIGN AND STREETSCENE

8. As previously noted within this report, the properties along Skaife Road vary considerably with respect to their age and style. Some of the larger Victorian and Edwardian properties that were first developed in this area remain, whilst inter-war and 1960's/1970's housing is also evident. Examples of more modern infill development can also be seen. The proposed houses have adopted a generally traditional design approach, which is reflected through the use of canted bays, decorative string-courses and stone headers and sills. Given that there is no prevailing style of house along Skaife Road, this approach is considered to be appropriate, particularly given that the houses have been generally well designed with respect to their proportions and arrangement of architectural features. The

dormers shown on the front and rear roof-slopes to each of the house types are, in this instance, considered to be acceptable as they are modest in size and sit comfortably with the accompanying fenestration below.

9. It is recognised that the height of the proposals exceeds that of the adjacent semis, 42 & 42a Skaife Road, by 1.2m to the eaves and 2.75m to the ridge. However their height is noticeably lower than the existing Victorian building that currently stands at the northern end of the site. Given also the myriad of different building heights that are evident on Skaife Road, there are no objections to the general scale and massing of the proposals with respect to how they sit within the wider streetscene. With respect to spaciousness, Unit 1 retains a separation of 2m to its side boundary, and 3.6m to the side wall of 42 Skaife Road. Allowing for the difference in height between these properties, this is considered to be an acceptable separation. A metre will remain between unit 6 and its side boundary for access. This is considered to be sufficient given the open space that exists beyond in the form of 10 Talbot Road's rear garden. Within the development, 2m have been retained between houses, a distance that is commensurate with the spacing that already exists between detached properties on this street, and one that complies with guidance set out in SPD4: A Guide for Designing House Extensions and Alterations.

TREES AND LANDSCAPING

10. The submitted site plan suggests that a small tree would be removed from Skaife Road frontage. A landscaping condition should be added to any permission which, as part of its requirements, seeks to secure the planting of three new trees within the curtilage of each plot.

HIGHWAYS, ACCESS AND CAR PARKING

11. The application forms indicate that an existing area of hardstanding in front of the retirement home is capable of accommodating six cars, although no parking spaces have been properly marked out. Inspection of this area suggests that this number could be increased if a more formal arrangement were to be installed.
12. The proposed development has been arranged so that each property accommodates two car parking spaces, set out in tandem formation, within its curtilage. The Council's car parking standards indicate that three spaces should normally be provided for four-bedroom properties. In this instance however, two spaces per dwelling is considered to be acceptable as the majority of other properties on Skaife Road accommodate parking within their curtilage and therefore pressures for on-street parking appear to be relatively low. Furthermore the proposed redevelopment would retain scope for some additional parking to take place along the highway immediately in front of the application site.
13. The parking arrangements for each property have been amended so that 10m driveway lengths are achieved throughout, and to ensure that prospective residents will have clear access into their property when two cars are parked on the driveway. On this basis the parking arrangements for the site are considered to be acceptable.

DEVELOPER CONTRIBUTIONS

14. This proposal is subject to the Community Infrastructure Levy (CIL) and is located in the 'moderate zone' for residential development, consequently private market houses will be liable to a CIL charge rate of £40 per square metre, in line with Trafford's CIL charging schedule and revised SPD1: Planning Obligations (2014).
15. In accordance with Policy L8 of the Trafford Core Strategy and revised SPD1: Planning Obligations (2014), a residential development of this size would normally be expected to contribute towards the provision of affordable housing. However revised national policy concerning infrastructure contributions that are sought from small-scale/self-build developments was introduced on 28th November 2014. Consequently there is a need to fully consider the impact of this policy amendment on the obligations currently associated with the scheme, and therefore this issue shall be addressed further within the Additional Information Report.

CONCLUSION

16. The proposed development would contribute six additional family dwellinghouses to the stock of accommodation available in the Borough, in a sustainable location, and in accordance with Policies L1 and L2 of the Trafford Core Strategy. The development will not unduly impact upon the residential or parking amenities of the surrounding area, and is considered to of an appropriate design. The proposal is therefore recommended for approval subject to the following;

RECOMMENDATION: MINDED TO GRANT SUBJECT TO LEGAL AGREEMENT

- (I) That the application will propose a satisfactory form of development for the site upon completion of an appropriate legal agreement to secure a an appropriate level of affordable housing; and
- (II) In the circumstances where the Section 106 agreement has not been completed within 3 months of the date of this resolution, the final determination of the application shall be delegated to the Acting Chief Planning Officer.
- (III) That upon satisfactory completion of the above legal agreement, planning permission be granted subject to the following conditions: -
- 1) Standard time limit;
 - 2) Compliance with all Plans;
 - 3) Materials to be submitted;
 - 4) Landscaping;
 - 5) Obscured-glazing;
 - 6) Boundary Treatments/car parking/landscaping;
 - 7) Porous material for new areas of hardstanding;
 - 8) Removal of PD rights (two-storey rear extensions to Plots 1, 4, 5 & 6 and single-storey rear extensions to Plots 1 & 4);

- 9) Provision & retention of parking & access condition;
- 10) Submission of crime prevention measures;
- 11) Drainage condition;
- 12) Removal of trees/vegetation outside of bird nesting season;
- 13) Details of Biodiversity Enhancement to be submitted;

JK



LOCATION PLAN FOR APPLICATION No: - 82106/FULL/2014

Scale 1:1250 for identification purposes only.

Head of Planning Services, 1st Floor, Trafford Town Hall, Talbot Road, Stretford, M32 0TH

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ERECTION OF DETACHED DWELLING AND FORMATION OF VEHICULAR ACCESS TO GROBY ROAD.

Land north west of Groby Road, Bowdon, WA14 2AS

APPLICANT: JAM Properties Limited

AGENT: Garner Town Planning Ltd

RECOMMENDATION: REFUSE

This application has been called in by Cllr Hyman who supports the application for the reasons set out in the representations section below.

SITE

The application site is a prominent corner plot bounded by Groby Road and Saint Margaret's Road. It formed part of the gardens of Hill Carr, a substantial mid nineteenth century villa, located in a spacious setting and now subdivided into 8 flats. The historic curtilage of Hill Carr has been subdivided by a concrete post and timber panelled fence to form the application site. A gap has been retained to provide access from Hill Carr to the application site. No permission has been given for a change of use and it is considered that its permitted use would therefore remain as a garden area of Hill Carr. This site is grassed with mature trees and shrubs, although at present it is somewhat unkempt.

PROPOSAL

Planning permission is sought for the erection of a 2 storey, (ground floor/basement) dwelling with four bedrooms. The proposal living accommodation would be at ground floor level with additional accommodation, cinema room and garage at basement level. A car lift would provide access to an integral garage for 2 cars.

The dwelling would be of a contemporary flat roof design. It would comprise modular glazing with the flank and retaining walls of Cheshire Sandstone and would have a green roof with powder coated flashing and nosing. Balconies would be of the same stone with glass balustrading. Modular glazing would make up the rest of the elevations.

The proposal also involves the removal of an 8m section of the boundary wall to Groby Road and the formation of a drive to the property. 1.5m high sandstone piers are proposed with 1.2m high timber gates. No further details of these have been provided.

The gross internal floor area of the proposed dwelling would be 544m² .and a gross external floor area off 685 m².

DEVELOPMENT PLAN

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PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L1- Land for New Homes
L2- Meeting housing needs
L5 – Climate Change
L7 – Design
R1 – Historic Environment
R2 – Natural Environment
R3 – Green Infrastructure

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

ENV21 – Conservation Areas

PROPOSALS MAP NOTATION

Devisdale Conservation Area- sub area A

SUPPLEMENTARY PLANNING GUIDANCE/DOCUMENTS

PG: Planning Guidelines for The Downs, The Devisdale, Bowdon and Ashley Heath Conservation Areas, adopted June 1992

Planning Guidelines -New Residential Development

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

The DCLG published the National Planning Policy Framework (NPPF) on 27 March 2012. The NPPF sets out the Government's planning policies for England and how these are expected to be applied. With immediate effect the NPPF replaces 44 documents including Planning Policy Statements; Planning Policy Guidance; Minerals Policy Statements; Minerals Policy Guidance; Circular 05/2005:Planning Obligations; and various letters to Chief Planning Officers. The NPPF will be referred to as appropriate in the report.

RELEVANT PLANNING HISTORY

79293/FULL/2012 Formation of access slope requiring removal of part of front wall and grading of land to form slope Refused 3/12/12 Appeal dismissed 3/6/13

78503/FULL/2012 Formation of access slope requiring removal of part of front wall and grading of land to form slope Refused 27/7/12 Appeal dismissed 3/6/13

H/65202 Creation of vehicular access onto Groby Road including demolition of part of existing boundary wall, provision of tarmac drive and erection of gateposts. Withdrawn 4/12/06

H/51228 Erection of one detached two storey dwelling Refused 22/6/01 for the following reason:

The proposed development would harm the spacious and well landscaped character of the Devisdale Conservation Area within which it is situated in particular as a result of its location in close proximity to Groby and St Margarets Road. It is also considered that loss of trees and landscaped areas will further denigrate the character of the Conservation Area . As such the proposal is contrary to Proposals D1, D3 ENV21 and ENV23 of the Trafford Unitary Development Plan and the Council's Planning Guidelines 'New Residential Development' and Guidelines for the Devisdale Conservation Area”

APPLICANT'S SUBMISSION

Design and Access Statement

Heritage Statement and Impact Assessment

- The Conservation Area has a number of modern additions which have made little concession to the historic environment.
- The principal garden area to Hill Carr is not this site which was historically used as a small croquet lawn.
- The elevated position of Hill Carr has been taken into account in the design and the proposal will not have a detrimental or substantial impact upon Hill Carr or the setting.

- The Planning Guidelines for the Conservation Area are outdated and of limited value. It is also not intended as binding policy but guidance.
- The removal of a small section of wall should be seen as the “opening up of views” and not as a detrimental factor.
- The proposal has been designed in a way which is heritage led and the use of modern materials is not detrimental to either the character of the conservation area or Hill Carr.
- The Council has accepted the principal of modern development at Limehurst.

CONSULTATIONS

United Utilities- Drainage- No objections therefore requests no conditions Water-separate meter will be required at applicant’s expense.

LHA- Any comments will be incorporated in the Additional Information Report.

Strategic Planning- Comments included in the observations section below.

REPRESENTATIONS

Cllr Hyman - supports the application on the grounds that:

- Great care has gone into minimising any intrusive impact of the building. From both Groby Road and St. Margaret’s Road the property would be easily obscured by the type of vegetation which is normal for this area.
- From both Hill Carr and the more modern apartment block the impact of the proposed development would be mitigated by it being topped with grass.
- Additional conventional landscaping would further obscure the development.
- The piece of land will has already been dug out so the impact of a single storey, flat roofed dwelling can more easily be unobtrusive. Hill Carr the house behind would consequently be higher and would help to retain the normal view from the road.
- There is a precedent for this type of subterranean development on St. Margaret’s Road.

Bowdon Conservation Group

- NPPF directs LPAs to resist inappropriate development of residential gardens, for example where development would cause harm to the local area. The purpose of this is to protect residential areas from overdevelopment. The NPPF also advises that LPAs take into account the particular significance of heritage assets when considering the impact of a proposal to avoid or minimise conflict between the heritage assets conservation and any aspect of the proposal.
- The proposal due to its scale, bulk and massing encroaches significantly on the existing private garden area and is injurious to the character of the Conservation Area. Such encroachment and increase in density poses a potentially damaging precedent to the status and protection of the Conservation Area as a heritage asset.

- The applicant fails to demonstrate how the proposal satisfies the requirements of the Council's sequential approach to the release of Greenfield Land for housing development and is therefore contrary to the Core Strategy.
- Proposal fails to demonstrate how the development will preserve or enhance the Conservation Area and its wider setting in line with Core Strategy policy R1 and SPDs.
- Low density development within the Devisdale Area is a defining feature and should be conserved.
- Reasons for refusal of application 79293/FULL/2012 for the formation of a new access and removal of a section of wall and erection of gates apply equally to this application.
- The applicant has failed to engage with local residents or the Bowdon Conservation Group prior to the submission of the application.
- The application is deficient in that it does not include an impact of its proposals on trees alongside the St. Margaret's boundary. Impact arises mainly from the excavation for an underground car park. Steel shuttering would be required to retain the area of soil on which the trees stand. If the application is approved a method statement in respect of this should be requested.
- Large beech tree on St. Margaret's road boundary has been removed in the last 2 years but no replacement has been planted.

Cheshire Wildlife Trust – need to determine whether any tree to be removed as part of this proposal has medium and/or high potential for bat roosts given they are legally protected.

Neighbours - Letters have been received from 9 local residents objecting to the application on the following grounds-

- Contrary to strategy and guidelines laid down by Trafford Council
- Amount of vehicular traffic on Groby Road has increased since other developments resulting in numerous pot holes and damaged surfaces and every day driving hazards.
- Already problems with the number of parked cars belonging to workers in Altrincham and commuters. New drive will displace vehicles further along St. Margaret's and Devisdale Roads
- Drives often blocked and delivery vans can only gain access late in the evening.
- Similar applications on this site already refused
- Erection of a number of new dwellings in recent years, of varying styles many not in keeping with the mature aspects of the established properties.
- The site has already lost much of its character due to the materials, massing and positioning of previous garden development.
- Numerous new entrances, surface of road never repaired after building works are completed reducing aesthetics of the surrounding area.
- Hill Carr is one of the most outstanding properties in the area, proposal not in keeping
- Increase housing density in the Conservation Area.
- Loss of garden of Hill Carr
- Loss of flora and fauna

- Other modern buildings in the area should not set a precedent
- Detrimental to the outlook from Hill Carr.
- Overlooking of private amenity space of new dwelling.

OBSERVATIONS

Principle of the Development

1. There are two main issues to be addressed in respect of the principle of this development. Firstly whether the development of this garden land is in accordance with Policies in respect of new housing development and secondly whether the proposal preserves or enhances the Conservation Area and better reveals the significance of a designated heritage asset.
2. As part of this proposal is on garden land, which is classified as greenfield land both in the Core Strategy and NPPF, it will need to be considered in the light of Policies L1.7- L1.10 of the Trafford Core Strategy.

Specifically, Policy L1.7 sets an indicative target of 80% of new housing provision to be built on brownfield land. In order to achieve this, the Council will release previously developed land and sustainable urban area green-field land; in the following order of priority:

- Firstly land within the Regional Centre and Inner Areas;
- Secondly, land that can be shown to contribute significantly to the achievement of the regeneration priorities set out in Policy L3 and/or strengthen and support Trafford's 4 town centres; and
- Thirdly land that can be shown to be of benefit to the achievement of the wider plan objectives set out in Chapters 4 and 5 of the Core Strategy. (Strategic Objectives and Place Objectives).

The first priority cannot relate to this proposal because the site does not sit within either the Regional Centre or Inner Area. Therefore the application will need to be considered against the second and third points of Policy L1.7.

Taking into account the location of the development site, outside of the boundary of Altrincham Town Centre, it is considered that the development will not make a significant positive contribution towards strengthening and supporting Altrincham Town Centre. Therefore, it must be considered against the third point of Policy L1.7.

Given the current split between brownfield and greenfield land development (65%:35%), it is not considered that the applicant has provided sufficient evidence that the potential harm, to the Council's ability to meet its brownfield land target, is outweighed by the benefits of the scheme to the overall plan objectives.

3. Policy L1.10 states that "Where development proposals would involve the use of domestic gardens, due regard will need to be paid to local character,

environment, amenity and conservation considerations.” The site is within the Devisdale Conservation Area and detailed information about the character of the area and conservation considerations is to be found in the Planning Guidelines for The Downs, The Devisdale, Bowdon and Ashley Heath Conservation Areas below. It is concluded that the proposed development is in conflict with Policy L1.10. This will be discussed further in the section below.

Impact on Devisdale Conservation Area

4. Sub-area A of the Devisdale conservation area (within which the site lies) is characterised in the conservation area guidelines as having gently curving roads, low stone front boundary walls and a wealth of trees and other planting with substantial buildings behind. The overall impression is of a relaxed and affluent spaciousness, with landscaping dominant. To be acceptable, any development proposal must preserve or enhance the conservation area – the essential character is that arising from the areas pre-1914 development. The area has a high overall quality as regards layout, building design and landscaping. As the property is within The Devisdale Conservation the Council has a statutory duty to ensure development proposals preserve or enhance the character and appearance of the area.
5. The NPPF paragraph 132 advises that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset’s conservation. The more important the asset, the greater the weight should be. As heritage assets are irreplaceable, any harm or loss should require clear and convincing. Paragraph 133 advises where a proposed development will lead to substantial harm to or total loss of significance of a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss. Para 134 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset (such as a conservation area) this harm should be weighed against the public benefits of the proposal, including securing its optimum viable use. Para 135 refers to the impact of a development on non-designated heritage assets. The NPPF at Para 137 states local planning authorities should look for opportunities for new development within Conservation Areas and within the setting of heritage assets to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to or better reveal the significance of the asset should be treated favourably. Guidance within the NPPF also states that the Government attaches great importance to the design of the built environment and planning decisions should aim to ensure developments add to the overall quality of the area; respond to local character and reflect the identity of local surroundings; and are visually attractive as a result of good architecture and appropriate landscaping.
6. Policy R1 of the Core Strategy states that all new development must take account of surrounding building styles, landscapes and historic distinctiveness. It requires developers to demonstrate how the development will complement

and enhance the existing features of historic significance; in particular in relation to Conservation Areas and other areas of identified historic features, and that the proposed development will not have any unacceptable impact. Within Conservation Areas the policy requires developers to demonstrate how the proposed development will preserve and enhance the Conservation Area, in the light of relevant Supplementary Planning Documents and Guidance notes.

7. The Conservation Area Guidelines state that new buildings should normally reflect the low density character of the area, be two or three storeys high and take the form of a single compact building. The main requirements for new building design are that it should be of the highest standard in itself and that it should be compatible with the character and setting of the area. The guidelines also state it will almost always be necessary for external materials to harmonise with those on buildings nearby. Development should also maintain and enhance existing tree cover.
8. The Guidelines also state that in sizeable areas such as these there are bound to be variations in the quality of the individual developments. It is not sufficient to pick out the worst examples and base a proposal on them. In particular there are some modern developments that have not accorded with the special qualities of these areas. It is not the quality of these developments which is to be emulated.
9. With regards the new vehicular access, within Groby Road and Saint Margaret's Road and the wider Devisdale Conservation Area the traditional arrangement of low stone wall with verdant planting above is an important aspect of the Conservation Area. This site is typical of the large plots described in Paragraph 4.8 of the Council's Supplementary Planning Guidance for The Downs, The Devisdale, Bowdon and Ashley Heath Conservation Areas, with its dense informal mixture of trees and shrubs on the boundary. This is emphasized by the vegetation being on a raised area behind a sandstone wall.
10. The removal of a significant 8m section of the wall and the excavation of the raised bank would result in a significant gap in the wall and a large area of hardsurfacing behind to form the drive and turning head. This would be out of keeping with such historic boundary treatment and views will be opened up into the site. Such incremental change, is cumulatively very destructive of the character and appearance of the Devisdale Conservation Area. It would therefore be harmful to an identified heritage asset. The demolition of the wall and raised bank has already been refused planning consent twice and dismissed on appeal. The proposed solid timber gates with the horizontal emphasis and proportions of width to height would not reflect the type of gates in the Conservation Area. The width of the opening and set back of the gates would also not be typical of the Conservation area.
11. As identified in the Conservation Area Guidelines an important characteristic of the area is the high proportion of soft landscaping. The guidelines (Paragraph 5.7) state that the Council will seek to maintain and enhance the tree cover in

the Conservation Area and avoid opening up the frontages by accesses. The proposal would result in the formation of an additional access and would be contrary to the guidelines.

12. The loss of mature planting would be harmful to the green infrastructure of the area and would not enhance the landscape character. The applicant has failed to demonstrate how the proposal would protect and enhance the landscape character; biodiversity, geodiversity and conservation value of its natural urban asset in accordance with Policy R2 of the Trafford Core Strategy. The Council is concerned that the site has been left to deteriorate over a number of years but this should not be taken into account in any decision in accordance with Paragraph 130 of the NPPF.
13. The application proposes an entire floor of living accommodation above ground level. The building would measure 45m at its widest point and would be 9m and approximately 3.2m high. This development as viewed at ground level would in reality have the appearance of a contemporary designed bungalow. Advice contained within the Council's Supplementary Planning Guidance for *The Downs, The Devisdale, Bowdon, Ashley Heath* states that 'bungalows are not characteristic and will not be acceptable in most cases' (Para. 5.8). Notwithstanding this, the guidelines also state that overall new building design within the Conservation Area should be of the highest standard in itself and that it should be compatible with the character and setting of the area and it is not sufficient to emulate poor examples. The guidelines identify the 'the important building styles in the area as those from before 1914 (generally Victorian) and it is in this context that the design of new development will be considered. In these older buildings a range of styles was used but, even given this variety as background, several modern buildings appear quite inappropriate' (para.5.8 d). Advice within the Council's SPG New Residential Development states that for development in established areas of older housing 'the Council is concerned to promote better design and, where appropriate, will encourage new residential developments that pay due regard to the character and architectural styles of the surrounding area'(Para. 2.9). It is therefore considered that this "bungalow" type development is not appropriate or acceptable in this location and would be contrary to the Planning Guidelines for the Conservation Area.
14. It is noted that planning permission was granted for a subterranean dwelling (H/71225) at Limehurst on St. Margaret's Road accessed by a stone folly. However a subsequent application (80758/FULL/2013) for a dwelling with a larger built form above ground was dismissed on appeal. Another planning application 76497/FULL/2011 at "Eversley" Dunham Road for a new dwelling was refused and dismissed on appeal. The Inspector stated that "The horizontal massing, individual roof design and choice of external materials would result in a building of radically different appearance to others in the Conservation Area and that local distinctiveness should be reinforced." Both of these related to prominent garden sites on large corner properties.
15. The footprint of the development, hard surfacing and loss of soft landscaping and planting would have a detrimental impact on the setting of Hill Carr. The

garden between Hill Carr and Groby Road contributes significantly towards its overall character and appearance. There is an historic relationship between the two sites and the elevation, position and orientation, result in this, historic property directly overlooking the site. It is noted that development has previously been allowed to the north of Hill Carr and this emphasises the importance of retaining all the remaining garden area, in order to retain the spacious character of the area.

16. Beyond the site boundaries the building would be at odds with the prevailing historic residential development and would neither preserve nor enhance the overall character and appearance of the conservation area. Advice within the NPPF states that when determining planning applications, local planning authorities should take account of '*the desirability of new development making a positive contribution to local character and distinctiveness*' (Para. 131). It is the view of the local authority that this proposal would not make a positive contribution to local character and distinctiveness.

Residential Amenity

17. Although this proposed scheme involves development above ground level, as it is single storey the new dwelling would not result in any adverse impact with regards overlooking to the adjacent Hill Carr apartments. It is considered that the increased level of comings and goings resulting from the one additional dwelling proposed would not be unduly harmful to the amenities of existing residents on the site.
18. The proposed building would be 4.5m from the boundary with Coppice Lodge and at the closest point the buildings would be approximately 12.5m apart. There are a significant number of large windows in Coppice Lodge looking out over the application site. The applicant in their landscaping scheme has indicated that a 1.8m high close boarded timber fence and an "instant" 1.8m high yew hedge would be provided and 2.2 - 2.4m high pleached box headed limes to create a dense boundary screen. It is considered that the planting would mitigate any privacy issues such that amenity levels between Coppice Lodge and the proposed dwelling would be acceptable.

Car parking

19. The level of car parking is acceptable however the drive and turning area will create a high level of hard surfacing which will be detrimental to the character of the Conservation Area.

Ecology/Bats

20. No survey in this respect has been submitted. A survey was not considered necessary. Bats are however a protected species and the normal legal requirements would need to be complied with.

Trees

21. The application submission includes a tree survey plan and schedule. Although the property stands within a designated conservation area, none of the trees therein are protected by a tree preservation order. Although some trees may have been removed this does not form a part of this planning application.

DEVELOPER CONTRIBUTIONS

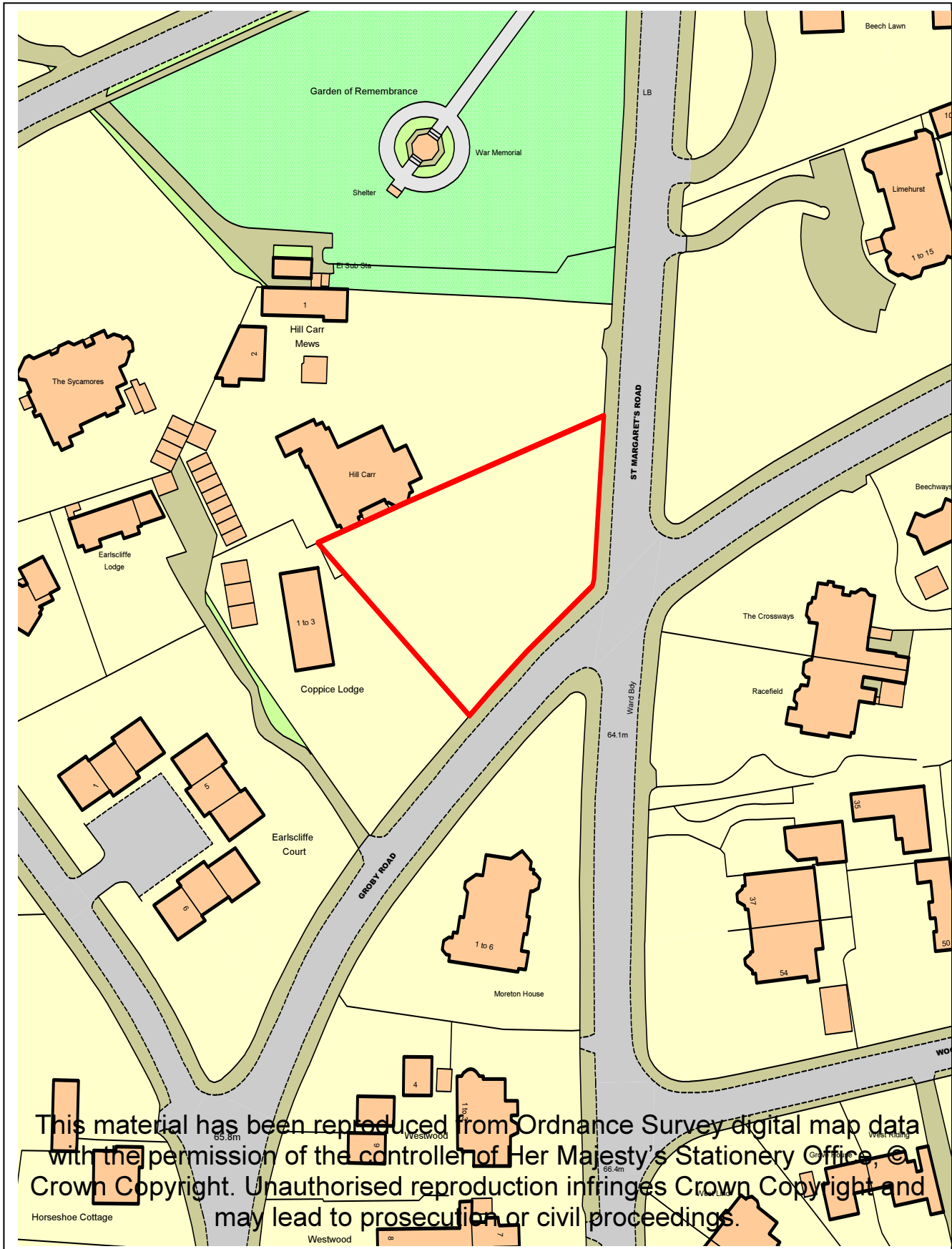
22. This proposal is subject to the Community Infrastructure Levy (CIL) and is located in the hot zone for residential development, consequently private market houses will be liable to a CIL charge rate of £80 per square metre, in line with Trafford's CIL charging schedule and revised SPD1: Planning Obligations (2014).
23. In accordance with Policy L8 of the Trafford Core Strategy and revised SPD1: Planning Obligations (2014) it is necessary to provide an element of specific green infrastructure. In order to secure this, a landscaping condition would be attached in the event of planning permission being granted, to make specific reference to the need to provide at least three additional trees on site as part of the landscaping proposals. A fourth tree should be required to replace the beech tree already removed.

RECOMMENDATION - Refuse: for the following reasons:-

1. The proposed access would by reason of the loss of a section of wall, bank and soft landscaping would be detrimental to the character and appearance of the Devisdale Conservation Area, and fail to better reveal the significance of the heritage asset. Furthermore the applicant has failed to demonstrate how the development will complement and enhance the existing features of historic significance including their wider setting and how the development will preserve or enhance the Conservation Area in the light of relevant Supplementary Planning Documents. As such, the proposal is contrary to Policies L7, R1, R2 and R3 of the Trafford Core Strategy and the Council's approved Planning Guidelines: 'The Downs, The Devisdale, Bowdon and Ashley Heath Conservation Areas, and to relevant national policies as set out in the National Planning Policy Framework.
2. The proposed gates, by virtue of their design and siting form an incongruous feature within the street scene and are detrimental to the character and appearance of the Devisdale Conservation Area, and fail to better reveal the significance of the heritage asset. As such, the proposal is contrary to policies L7 and R1 of the Trafford Core Strategy and the Council's approved Planning Guidelines 'The Downs, The Devisdale, Bowdon and Ashley Heath Conservation Areas' and to relevant national policies as set out in the National Planning Policy Framework 2012.

3. The proposed dwelling, by reason of its siting, scale, massing, design, proximity to site boundaries, and loss of spaciousness and historic landscaping, would result in a cramped form of development that would harm the spacious character of the area. As such the proposal is contrary to Policies L1.10, L2, L7 and R1 of the Trafford Core Strategy, Proposal ENV21 of the Revised Trafford Unitary Development Plan and the Council's approved Planning Guidelines 'New Residential Development' and Guidelines for the Devisdale Conservation Area and advice contained within the NPPF.
4. The proposed dwelling by virtue of its design and external appearance and level of hardsurfacing proposed would form an incongruous and alien feature within the street scene and would fail to preserve or enhance the character or the appearance of the Devisdale Conservation Area. As such it is contrary to policies L1.10, L7 and R1 of the Trafford Core Strategy, Proposal ENV21, of the Revised Trafford Unitary Development Plan and the Council's approved Planning Guidelines 'New Residential Development' and Guidelines for the Devisdale Conservation Area and advice contained within the NPPF.
5. The applicant has failed to demonstrate how the development would satisfy the tests set out at L1.7-L1.9 of the Trafford Core Strategy in particular how the development of the land will not compromise the Council's achievement of its brownfield land target over the Plan period.

CMR



LOCATION PLAN FOR APPLICATION No: - 82686/FULL/2014

Scale 1:1250 for identification purposes only.

Head of Planning Services, 1st Floor, Trafford Town Hall, Talbot Road, Stretford, M32 0TH

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CONVERSION OF GROUND, FIRST AND SECOND FLOORS OF EXISTING DWELLING HOUSE TO FORM 6NO. SELF-CONTAINED APARTMENTS. ALTERATIONS TO THE ELEVATIONS AND ERECTION OF PITCHED ROOF ABOVE REAR OUTBUILDING TO ACCOMMODATE CYCLE PARKING, BIN STORAGE AND GARAGES AND FORMATION OF NEW CAR PARKING AREAS.

44 Skaife Road, Sale, M33 2FZ

APPLICANT: Mr Kabir Miah

AGENT: Linberg Design Associates Limited

RECOMMENDATION: GRANT

This application has been called in by Councillor Mike Freeman for reasons discussed further in this report within the Representations section.

SITE

This application relates to the ground, first and second floors of the property at 44 Skaife Road and a large, detached, outbuilding situated to the rear of the property.

The ground, first and second floor of 44 Skaife Road currently houses a 9 bedroom dwelling, with the detached outbuilding providing occupants of the dwelling with additional living accommodation, including a gym, prayer room, home office and store room.

The basement of 44 Skaife Road currently houses two self-contained flats – one with 1 bed and another with 2 beds. These units were given permission under planning application 77087/FULL/2011.

Vehicular access to the site is from Skaife Road and parking for the dwelling and the two basement flats is provided on two gravelled areas located to the front and rear of the main building.

44 Skaife Road is identified on the Council's Local List as a non-designated heritage asset.

The application site is located within a predominantly residential area and with the exception of Happitots nursery, which is located at 152 Broad Road; it is bounded on all sides by residential properties in a variety of styles.

PROPOSAL

Planning permission is sought to change the use of the ground, first and second floor of 44 Skaife Road into 6 self-contained flats – four 1 bed units and two 2 bed units.

There are no external alterations proposed in order to facilitate the conversion of the main house.

It is also proposed to convert the detached outbuilding into three garages, a bin storage area, a cycle storage area and additional storage accommodation. In order to facilitate the conversion of the outbuilding a pitched roof would be added in place of the existing flat roof and a series of alterations would be made to the front and side elevations of the building.

If the application is successful a total of 8 apartments would be provided at the application site – five 1-bed units and three 2-bed units.

It is proposed to provide 11 parking spaces for the flats. Three spaces would be provided within the proposed garages, one space would be provided to the front of the main building and the remainder of the spaces would be provided at the rear of the main building.

Vehicular and pedestrian access to the site, which is from Skaife Road, would remain, however the vehicular access point would be widened from 3m to 5.8m.

This application has been amended since initial submission. The applicant has reduced the number of flats proposed by two and the proposal no longer includes any residential accommodation in the rear outbuilding.

Neighbouring residents were notified of the amended description and amended plans, on the 22nd October 2014. Any responses received from this consultation will be addressed in this report and the additional information report.

DEVELOPMENT PLAN

The Development Plan in Trafford Comprises:

- The **Trafford Core Strategy** adopted 25th January 2012; The Trafford Core Strategy is the first of Trafford's Local Development Framework (LDF) development plan documents to be adopted by the Council; it partially supersedes the Revised Trafford Unitary Development Plan (UDP), see Appendix 5 of the Core Strategy.
- The **Revised Trafford Unitary Development Plan (UDP)**, adopted 19th June 2006; The majority of the policies contained in the Revised Trafford UDP were saved in either September 2007 or December 2008, in accordance with the Planning and Compulsory Purchase Act 2004 until such time that they are superseded by policies within the (LDF). Appendix 5 of the Trafford Core Strategy provides details as to how the Revised UDP is being replaced by Trafford LDF.
- The **Greater Manchester Joint Waste Plan**, adopted 01 April 2012 now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.

- The **Greater Manchester Joint Minerals Plan**, adopted 26th April 2012 now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L1 – Land for New Homes
 L2 – Meeting Housing Needs
 L4 – Sustainable Transport and Accessibility
 L5 – Climate Change
 L7 – Design
 L8 – Planning obligations

PROPOSALS MAP NOTATION

None

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

None

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

The DCLG published the National Planning Policy Framework (NPPF) on 27 March 2012. The NPPF will be referred to as appropriate in the report.

RELEVANT PLANNING HISTORY

77087/FULL/2011 - Retrospective application for conversion and sub-division of basement to two self-contained residential units and associated car parking and access – Approved 3/7/14

76761/HHA/2011 – Retention of balcony and erection of roof and side panel to balcony – Approved 15/08/2011

H30813 – Demolition of existing buildings and erection of a 3 storey block of 12 retirement apartments. Formation of a new vehicular access to Skaife Road and provision of 18 car parking spaces – Refused 28/03/1990

H16101 – Erection of extension to kitchen and lounge with bedroom over and formation of storeroom in rood space and installation of dormer windows – Approved 15/04/1982

CONSULTATIONS

Strategic Planning – Comments will be incorporated into the Observations section of the report

LHA – Confirm that they have no objections to the proposal subject to the introduction of an appropriately marked and signed give way zone as indicated on the proposed site layout plan.

REPRESENTATIONS

Councillor Mike Freeman originally requested that the application is considered by the Planning Committee due to the size and the number of units being proposed and the level of neighbour opposition to the proposals.

14 letters of representation were initially received in response to the application as originally proposed, from 13 different addresses. The issues raised included –

- The creation of a development containing 11 apartments represents an over-development of the site resulting in a development that is out of character with the surrounding area which comprises predominantly family dwellings
- The proposal will create additional flats within an area where there is already a large number of flats – there is no need for more
- The intensification of use of the site will increase the level of noise and disturbance that neighbouring residents experience
- Some of the proposed flats are very small and as such it is likely that they will be let by those at the lower end of the housing market, including DSS tenants and as such there are concerns that the units will attract temporary tenants who are not overly concerned about their relationship with neighbouring residents
- The proposal will increase traffic flow on a quiet road to the detriment of highway safety, the safety of the children attending the nearby nursery at 152 Broad Road and amenity and quietude of neighbouring residents
- Inadequate parking would be provided on site and consequently the proposal would increase on street parking in the locality and add to existing congestion
- There would only be one access route into the site and this isn't wide enough for two cars to pass each other, giving rise to concerns that cars could have to reverse out onto the highway in order to allow other vehicles to pass, resulting in collisions with vehicles and/or pedestrians.
- The proposed car parking spaces are located adjacent to the neighbouring properties back gardens, giving rise to concerns re noise, disturbance and transfer of dust
- The parking layout is such that it is questioned whether users will be able to enter and leave the site in a forward gear
- There is an existing parking area at the rear of 44 Skaife Road which is not used with occupants of the existing properties frequently parking on the street. Given the ease of parking on the street it is questioned whether future occupants of the flats would use the parking area proposed, particularly given the tendency of those visiting the nursery at 152 Broad Road leaving cars so that they block driveways
- The applicant has undertaken a number of works previously before planning permission was granted including adding a balcony and converting the basement of the property into 2 flats.
- The proposal would result in a large number of people looking into the properties on the opposite side of Skaife Road giving rise to an unacceptable loss of privacy due to the limited separation between the properties.

A petition with 22 signatures was also submitted. Those signing the petition objected to the proposal on the basis of –

- Increased traffic congestion and road safety issues
- Parking issues – the use of one access to enter and leave the site will result in cars backing out into the road
- Possible noise and antisocial behaviour from some residents
- Privacy issues for those directly opposite the property
- The scheme being out of character with the current street scene

Neighbouring residents were notified of an amended description on the 6th June 2014. 7 letters were received in response, all from individuals who had written in previously to object who were reiterating their previous concerns.

Neighbouring residents were notified of amended plans on the 1st August 2014. 12 letters of representation were received, 10 from individuals who had written in previously.

The following additional issues have been raised –

- The addition of a pitched roof to the outbuilding will be visually overbearing.
- There is no need for 1 bed apartments in the area – a series of calls to local estate agents/ searching of property sales websites revealed that there were numerous 1 and 2 bed apartments available in Sale.
- The two parking spaces located within the garages would be unusable should cars be parked in the two designated spaces located in front of them.
- The give way zone is very small and therefore it is questioned whether it will allow cars to pass each other in such a small space

As discussed above, neighbouring residents were notified of the latest amended description and amended plans on the 22nd October 2014. 9 letters were received in response, 8 from individuals who had written in previously to object who were reiterating their previous concerns. 1 letter was from an individual who had not previously written a representation.

The issues raised in this objection were –

- There is already an issue with parking on Skaife Road due to Happitots Nursery.
- Why do they need a pitched roof on the garage? It will extend above the rear garden wall of the neighbouring property
- Concerns the owner will develop the garage further in future without planning permission and then apply retrospectively.

OBSERVATIONS

Principle

1. Paragraph 14 of the NPPF advises that at its heart is a presumption in favour of sustainable development, which should be seen as a golden thread running through both plan making and decision taking. Paragraph 49 of the NPPF advises that housing applications should be considered in the context of the presumption in favour of sustainable development. Paragraph 111 of the NPPF advises that planning policies and decisions should encourage the effective use

of land by re-using land that has been previously developed (brownfield land), provided that it is not of high environmental value.

2. Policy L1 of the Core Strategy, which relates to Land for New Homes, sets an indicative 80% target proportion of new housing provision to use brownfield land and buildings over the Plan period. Policy L2 of the Core Strategy, which is entitled "Meeting Housing Needs", states that all new residential development proposals will be assessed for the contribution that will be made to meeting the housing needs of the Borough and the wider aspirations of the Council's Sustainable Community Strategy. It requires new development to be (a) On a site of sufficient size to accommodate adequately the proposed use and all necessary ancillary facilities for prospective residents; (b) Appropriately located in terms of access to existing community facilities and/or delivers complementary improvements to the social infrastructure (schools, health facilities, leisure and retail facilities) to ensure the sustainability of the development; (c) Not harmful to the character or amenity of the immediately surrounding area and; (d) To be in accordance with L7 and other relevant policies within the Development Plan for Trafford.
3. The application site is considered to be located within an accessible location being sited within walking distance to Northenden Road which provides access to a number of bus routes, close to the proposed metrolink stop for Sale Water Park/Northern Moor and within a reasonable distance to Sale Moor District Centre and Sale Town Centre.
4. The proposal involves the re-development of the ground, first and second floors of an existing building and consequently the proposal is considered to represent an efficient and effective use of land as it would involve the conversion of an existing building which is well located in terms of access to goods, services and public transport links.
5. In terms of the housing mix proposed Policy L2.7 states that 1 bedroom, general needs accommodation will normally only be acceptable for schemes that support the regeneration of Trafford's town centres and the Regional Centre. It goes on to state that in all circumstances, the delivery of such accommodation will need to be specifically justified in terms of a clearly identified need.
6. The proposal involves the creation of four 1 bed units and two 2 bed units. In order to justify the introduction of four 1 bed apartments at a site outside the regional centre and remote from one of the Borough's 4 town centres, the applicant has provided a supporting statement. This statement advises there is a demand for smaller units by young professionals starting out and also older single people through bereavement or separation. The applicant has provided several letters of confirmation from local estate agents who confirm there is currently a high demand for 1 and 2 bedroom properties in the Sale and Sale Moor Areas, mainly due to the lack of supply of high quality rental apartments and the fact that demand is high in this area due to it being close to major network routes.

7. Having regard to the supporting information submitted by the applicant, it is considered subject to the development being acceptable in terms of its impact upon the character of the area, neighbouring properties and highway safety the principle of converting the ground, first and second floors of 44 Skaife Road into six apartments is acceptable and in accordance with the NPPF and the Core Strategy. The proposal would provide additional residential accommodation and contribute towards meeting the housing needs of the Borough by diversifying the mix of property types within the locality.

Visual Amenity

8. One of the 12 core planning principles of the NPPF is to always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings (paragraph 17). Paragraph 56 of the NPPF states that the Government attaches great importance to the design of the built environment - good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. Paragraph 64 of the NPPF states that permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions.
9. Policy L7 of the Core Strategy states that in considering applications for development within the Borough, the Council will determine whether or not the proposed development meets the standards set in national guidelines and the requirements of Policy L7. The relevant extracts of Policy L7 require that development is appropriate in its context; makes best use of opportunities to improve the character and quality of an area by appropriately addressing scale, density, height, layout, elevation treatment, materials, landscaping; and is compatible with the surrounding area.
10. There are no external alterations proposed in order to facilitate the conversion of the main house into 6 self-contained flats and consequently this element of the proposal would not affect the appearance of 44 Skaife Road or the visual amenities of the area.
11. In order to facilitate the conversion of the outbuilding into three garages, a bin storage area, a cycle storage area and additional storage the following works are proposed-
 - A hipped roof which measures a maximum of 4.7m in height at the ridge would be added
 - Four existing windows and central entrance door on the front elevation would be replaced by three garage doors.
 - In the north east side elevation the two existing windows and door would be replaced with two doors and a window.
 - In the south west side elevation the two existing windows would be replaced with two doors with small windows either side.
 - No external alterations are proposed to the rear elevation.

12. It is not considered that the works to the outbuilding would detract from the character of the building or the main house. Given the limited visibility of the outbuilding from public vantage points, the fact the introduction of a pitched roof would improve its external appearance and the other works being minor in nature, the proposed works to the outbuilding would be in keeping with the character of the building and main house and would not have an adverse impact upon the visual amenities of the surrounding area.
13. The proposed parking and access arrangements would, in the main, remain unchanged with the development utilising the existing access point from Skaife Road. This would however be widened from 3m to 5.8m. Parking would be provided on the existing gravelled parking area surrounding the property and consequently the provision of parking for the development would not significantly alter the visual appearance of the site.
14. For these reasons, subject to the attachment of conditions to ensure the use of satisfactory materials, the proposal is considered to be in accordance with the thrust of the NPPF and the design policy within the Trafford Core Strategy.

Residential Amenity

15. One of the 12 core planning principles of the NPPF is to always seek to secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings (paragraph 17).
16. Policy L7 of the Core Strategy states that in relation to matters of amenity protection, development must not prejudice the amenity of future occupiers of the development and/or occupants of adjacent properties by reason of overbearing, overshadowing, overlooking, visual intrusion, noise or disturbance, odour or in any other way.
17. The application site is located within a predominantly residential area and with the exception of Happitots nursery, which is located at 152 Broad Road; it is bounded on all sides by residential properties in a variety of styles.
18. There are no external alterations proposed in order to facilitate the conversion of the main house into 6 self-contained flats and the proposal would not result in the introduction of habitable room windows into elevations where they did not exist previously. Consequently, the conversion of the ground, first and second floors of the main house into 6 flats does not raise any issues with regard to loss of light, privacy and/or overbearing impact.
19. This amended proposal includes the conversion of the outbuilding, however no habitable rooms would be proposed and the outbuilding would accommodate only storage, cycle parking, bin storage and garages. Consequently the works to the outbuilding would not result in a loss of privacy to residents of neighbouring properties.

20. The siting of the out building is such that it is sited adjacent to the rear boundary of 156 and 158 Broad Road and 101 Old Hall Road. It also sits adjacent to a garage block for the flats on Worthington Court on Old Hall Road.
21. The properties at 156 and 158 Broad Road have long rear gardens of over 15m in length and the property at 101 Old Hall Road has a garden of approximately 25m. The boundary to 156 and 158 Broad Road is marked by a 2.2m high wall (approx.) and the boundary to 101 Old Hall Road is marked by a 2m high fence (approx.).
22. Given the separation that is provided between the outbuilding and the residential properties at 156 and 158 Broad Road, 101 Old Hall Road and the flats at Worthington Court, the fact the addition of the pitched roof would not significantly increase the height of the building (with the roof plane sloping away from the shared boundaries) and the fact the elevational works would be screened from view by existing boundary wall/fences, it is not considered the works to the outbuilding would result in occupants of neighbouring properties experiencing a loss of light and/or overbearing impact.
23. In terms of noise and disturbance created from the comings and goings of occupants and the use of the proposed parking and amenity space; given the number of bedrooms in the existing property and the location of the property on a relatively busy road adjacent to a nursery (where existing activity results in a level of background noise), it is not considered noise would be increased unacceptably as a result of this application. The proposal would not introduce parking spaces in closer proximity to neighboring properties than already exists on site. Furthermore each boundary with neighbouring properties is occupied by a high wall/fence which will provide a buffer to the transference of noise. Consequently it is not considered the comings and goings of occupants and/or the use of the parking areas and amenity space would adversely affect the level of amenity neighbouring residents can reasonably expect to enjoy.
24. With regard to the level of amenity future occupants of the proposed apartments would enjoy, each apartment would be provided with adequate light and outlook from their habitable room windows. The proposed apartments would also be provided with an area of useable private amenity space in the form of a communal garden, located at the rear of the property.
25. The proposal is therefore considered to be in accordance with policy L7 of the Trafford Core Strategy and the thrust of the NPPF as it would not adversely affect the level of residential amenity neighbouring residents can reasonably expect to enjoy and the development would provide future occupants with a satisfactory standard of living.

Parking and Highway Safety

26. Policy L4 of the Trafford Core Strategy relates to sustainable transport and accessibility. This seeks to ensure that all new developments do not adversely affect highway safety, with each development being provided with adequate on-site parking, having regard to the maximum standards set out in appendix 3.

27. According to appendix 3 of the Trafford Core Strategy a 1 bed apartment in this location should be provided with 1 parking space and a 2 bed apartment should be provided with 2 parking spaces.
28. Including the two units in the basement which were given consent under application 77087/FULL/2011 there would be a total of 8 apartments provided at the application site – five 1-bed units and four 3-bed units. A total of 11 parking spaces should therefore be provided at the site.
29. It is proposed to provide 11 parking spaces for the flats. Three spaces would be provided within the proposed garages, one space would be provided to the front of the main building and the remainder of the spaces would be provided at the rear of the main building. The applicant has confirmed that the tandem spaces including the garages would be allocated to the two bed units.
30. Vehicular and pedestrian access to the site, which is from Skaife Road, would remain, however the access point would be widened from 3m to 5.8m.
31. The proposed parking and access arrangements have been reviewed by the Council's Highway Officer who has confirmed that, subject to the introduction of an appropriately marked and signed 'give way zone' as indicated on the proposed site layout plan, appropriate access, parking and servicing arrangements would be provided for the proposed development.
32. The proposal is therefore considered to be in accordance with policy L4 of the Trafford Core Strategy which relates to sustainable transport and accessibility – the proposal would not raise any issues from a highway safety perspective.

Developer Contributions -

33. This proposal is subject to the Community Infrastructure Levy (CIL) and is located in the 'moderate zone' for residential development; consequently apartments will be liable to a CIL charge of £0 per square metre, in line with Trafford's CIL charging schedule.
34. In accordance with Policy L8 of the Trafford Core Strategy and the revised SPD 1 'Planning Obligations' it is necessary to provide 1 affordable unit as part of the proposed development.
35. With regard to the requirement to provide 1 affordable unit, as a result of the small size of the development and given the development comprises solely of flats the Council's Housing Strategy Team have requested that a commuted sum is secured to pay for one off-site affordable unit as opposed to one affordable unit being provided on site as part of the development. The level of commuted sum required has been agreed between all parties as £30,000.
36. The applicant has submitted a viability appraisal with their application in order to demonstrate that the requirement for the payment of a commuted sum

towards the provision of an off-site affordable unit would render the proposed development unviable.

37. The viability appraisal has been reviewed by colleagues in Asset Management and they have confirmed that the scheme is already financially unviable without the requirement to pay a commuted sum towards the provision of an off-site affordable unit. It is therefore considered reasonable to waive the requirement for affordable housing in this instance.

Other Issues

38. Neighbouring residents have noted that the applicant has previously undertaken works in advance of receiving planning permission. This is correct however the previous breaches of planning control have been regularised by the submission of retrospective applications.

Conclusion

39. Overall the proposal is considered to be acceptable in terms of visual amenity, residential amenity and parking and highway safety. The proposal is considered to be compliant with the NPPF and relevant council policies including CS Policies L1, L2, L4, L5, L7 and L8.

RECOMMENDATION: GRANT subject to the following conditions –

1. Time limit
2. Approved plans
3. Material samples works to the outbuilding
4. Provision of parking and access prior to first occupation – to include marking out and signing the give way zone
5. Provision of bin storage prior to first occupation
6. Provision of cycle storage prior to first occupation
7. Landscaping Plan to delineate parking area and garden area

LB



LOCATION PLAN FOR APPLICATION No: - 82815/FULL/2014

Scale 1:1250 for identification purposes only.

Head of Planning Services, 1st Floor, Trafford Town Hall, Talbot Road, Stretford, M32 0TH

Top of this page points North

WARD: Davyhulme 83807/FULL/2014
West

DEPARTURE: No

PART FULL/PART OUTLINE PLANNING APPLICATION FOR THE REDEVELOPMENT OF THE SITE TO PROVIDE 7,742SQ.M OF GROSS FLOOR SPACE: FULL CONSENT SOUGHT FOR THE ERECTION OF A DISCOUNT FOOD STORE (1,685SQ.M GROSS FLOOR SPACE, USE CLASS A1), ERECTION OF A NON-FOOD RETAIL WAREHOUSE UNIT (2,323SQ.M GROSS FLOOR SPACE, USE CLASS A1) WITH GARDEN CENTRE (465SQ.M GROSS FLOOR SPACE), ERECTION OF A DRIVE-THROUGH FOOD AND DRINK UNIT (204SQ.M GROSS FLOOR SPACE, AND TO ALLOW FLEXIBLE USE WITHIN CLASSES A1, A3, A4 OR A5), WITH ASSOCIATED CAR PARKING, SERVICING, LIGHTING AND LANDSCAPING. OUTLINE CONSENT SOUGHT FOR THE ERECTION OF TWO NON-FOOD RETAIL WAREHOUSE UNITS (COMBINED FLOOR SPACE OF 3,066SQ.M, USE CLASS A1), CONSENT SOUGHT FOR ACCESS AND LANDSCAPING WITH ALL OTHER MATTERS RESERVED.

Land off Neary Way, Trafford Retail Park, Urmston, M41 7FN

APPLICANT: Peel Holdings (Land and Property) Limited

AGENT: WYG

RECOMMENDATION: GRANT

SITE

The application relates to a vacant 3.1ha brownfield site that is rectangular in shape and is situated on the southern side of Trafford Retail Park and Neary Way. The site previously comprised of three car showroom buildings and has more recently been occupied by a hand car wash business. Neary Way is a minor road that serves the retail park. Neary Way is accessed from Barton Road, which is situated to the east of the site.

To the north of the site is a parade of retail units, occupied by a number of retailers including Boots, TK Maxx, Home Bargains, Pets at Home and Dunhelm. There are also smaller freestanding retail units, occupied by a mix of retailers and fast food restaurants including McDonald's, Pizza Hut, KFC and Carphone Warehouse. Beyond the retail units to the north is the M60 and beyond this is the Trafford Centre.

To the south and east of the site, the area is generally residential in character. The closest residential properties are situated on Welwyn Close, Wycombe Close, Eltham Drive and Barton Road.

PROPOSAL

The application seeks planning permission for the redevelopment of the site to provide a total of 7,742m² of retail floor space.

Full planning permission is sought for the erection of a discount food store, with a gross floor space of 1,685m² (Use Class A1) and the erection of a non-food retail warehouse with a gross floor space of 2,323m² (Use Class A1). The non-food retail unit would also include an external garden centre with a gross floor space of 465m², to the rear of the unit. These two units would be adjoining and situated to the eastern side of the site, with the side elevation of the non-food retail unit lying parallel with the southern boundary of the site. These units would have a maximum height of 10.78m to the main roof and 12.9m to the entrance features to each of the buildings.

Full planning permission is also sought for the erection of a drive-through food and drink unit with a gross floor space of 204m² and the applicant is seeking a flexible permission for Use Classes A1, A3, A4 or A5 in this unit. This unit would be situated to the western side of the site, fronting Barton Road and have a maximum height of 5.7m. Full planning permission is sought for details of car parking, lighting servicing and landscaping.

Outline planning permission is sought for the erection of two non-food retail warehouse units, which have a combined floor space of 3,066m² (Use Class A1). Outline consent is sought for access and landscaping with all other matters reserved.

DEVELOPMENT PLAN

The Development Plan in Trafford Comprises:

- The **Trafford Core Strategy**, adopted 25th January 2012; The Trafford Core Strategy is the first of Trafford's Local Development Framework (LDF) development plan documents to be adopted by the Council; it partially supersedes the Revised Trafford Unitary Development Plan (UDP), see Appendix 5 of the Core Strategy.
- The **Revised Trafford Unitary Development Plan (UDP)**, adopted 19th June 2006; The majority of the policies contained in the Revised Trafford UDP were saved in either September 2007 or December 2008, in accordance with the Planning and Compulsory Purchase Act 2004 until such time that they are superseded by policies within the (LDF). Appendix 5 of the Trafford Core Strategy provides details as to how the Revised UDP is being replaced by Trafford LDF.
- The **Greater Manchester Joint Waste Plan**, adopted 01 April 2012 now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.
- The **Greater Manchester Joint Minerals Plan**, adopted 26th April 2013. On the 13th March 2013, the Council resolved that the Minerals Plan, together with consequential changes to the Trafford Policies Map, be adopted and it came into force on the 26th April 2013. The GM Joint Minerals Plan therefore now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L3 – Regeneration and Reducing inequalities
L4 – Sustainable Transport and Accessibility
L5 – Climate Change
L7 – Design
L8 – Planning Obligations
W1 – Economy
W2 – Town Centres & Retail

PROPOSALS MAP NOTATION

Retail Warehouse Park Development

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

None

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

The DCLG published the National Planning Policy Framework (NPPF) on 27 March 2012. The NPPF will be referred to as appropriate in the report.

RELEVANT PLANNING HISTORY

The Application Site

79688/O/2013 – Outline application (with all matters reserved) for erection of petrol filling station and associated vehicular access. Approved with conditions 15/02/2013.

78507/COU/2012 – Use of land for hand car wash and car sales for 3 year period. Approved with conditions 14/07/2012.

75561/COU/2010 – Use of vacant land for a hand car wash for a 2 year period. Approved with conditions 06/09/2010.

H/OUT/71053 - Outline application (including details of access) for erection of retail foodstore (7,246 sq m gross internal) together with petrol filling station and associated car parking, servicing, access and landscaping. All matters reserved for subsequent approval – Refused 15/02/2011. Allowed on appeal 17/05/2012.

H/OUT/70156 - Outline planning application for the erection of a non-food retail warehouse unit (gross internal retail floorspace of 2,495 square metres) with all matters reserved for subsequent consideration. Approved with conditions 19/03/2009.

H/OUT/66630 – Outline planning application for demolition of existing car showroom buildings and development of a non-food (comparison) retail warehouse unit (gross internal retail floor space of 2,497 sqm) with all matters reserved for subsequent consideration - Approved with conditions 17/07/2009.

H/OUT/65031 - Outline planning application (including details of means of access) for the demolition of existing car showroom buildings and redevelopment for class A1 (restricted comparison goods) retail warehousing (gross internal retail floorspace of

2,499 sq.m). All other matters reserved for subsequent approval. Approved 27/09/2006.

H/59032 - Variation of condition 1 attached to outline planning permission H/OUT/45222 (for the erection of non-food retail warehousing (2,787 sq metres) with associated parking and servicing) to enable an extension of the period (a further 3 years) for the submission of reserved matters. Approved 20/04/2005.

H/51299 – Variation of Condition 1 attached to outline planning permission H/OUT/45222 (for the erection of non-food retail warehousing (2,787 sq.m.) with associated parking and servicing) to enable an extension of the period (a further 3 years) for the submission of Reserved Matters. Approved 06/06/2001.

H/OUT/45222 – Erection of non-food retail warehousing (2,787 sq.m) with associated parking and services. Approved with conditions 28/05/1998.

H43567 – Erection of a retail warehouse unit (Class A1) (in place of approved garden centre). Approve with conditions 26/03/1997.

Trafford Retail Park – Area to north adjoining application site

75707/VAR/2010 – Variation of condition 6 of planning permission ref. H/59911 to enable unrestricted Class A1 retail use in Unit 3 (no more than 20 sq.m) to allow for the sale of ambient food and drink goods. Refused 24/04/2011, Allowed on appeal 28/10/2011.

H/59911 – Variation of condition 6 of planning permission H/OUT/41895 to enable open A1 non-food retail use for 5109sq. metres gross floorspace. Approved 22/12/2005.

H/52780 – Variation of condition 6 of H/OUT/41895 to allow retail use of unit 8 of the retail park to include the sale of clothing, footwear, fashion accessories, jewellery, cosmetics and household goods. Approved 01/08/2002.

H/46122 – Unit 6 Trafford Retail Park - Change of use from non-food retail warehouse to travel agency. Refused 16/12/1998. Appeal allowed 30/11/1999.

H/OUT/41895 – Demolition of existing buildings and redevelopment of the site for retail and business use including 9,290sq. metres of non food retail warehousing with 2,787sq. metre garden centre (Class A1), business uses (Class B1 and B8); car showrooms and ancillary workshops, petrol filling station and shop, fast food restaurants (Class A3) and associated parking, servicing and landscaping; formation of new access to Barton Road including works to highway and construction of roundabout and redevelopment of Bulwark Road. Approved 3/05/1996.

APPLICANT'S SUBMISSION

The applicant has submitted a Planning and Retail Statement, an Air Quality Assessment, a Design and Access Statement including a Crime Prevention Plan, an External lighting Impact Assessment, a Flood Risk Assessment, A phase 1 Geo-

environmental Assessment Report, an Assessment of Ground Conditions for Redevelopment and a Transport Assessment. The information provided within these documents is discussed where relevant within this report.

CONSULTATIONS

LHA – No objections in principle. Comments are discussed in full in the Observations section of this report.

Pollution & Licensing – No objections, conditions relating to contaminated land, dust, deliveries, plant and equipment and hours of demolition or construction are recommended.

Drainage – No objections, a condition relating to peak discharge of storm water from the development is recommended.

Environment Agency – No objections, conditions relating to the disposal of foul and surface water, the installation of oil and petrol separators and contamination are recommended.

Greater Manchester Police Design for Security – No objections. A condition requiring achievement of Secure by Design accreditation is recommended.

Electricity North West – No objections, advise that the development could have an impact on their infrastructure and provide standing advice for the applicant accordingly, which has been passed on to the applicant.

REPRESENTATIONS

Three letters of objection have been received from neighbouring residents, two from Barton Road and one from Broadway. A letter of objection has also been received from a planning consultant, though it does not state who it is on behalf of. The following concerns are raised: -

- The current application is fundamentally different from the previous planning permission. The application is the next stage in the erosion of the important retail function of Trafford Retail Park; it proposes 2922m² of retail floorspace which does not comprise bulky comparison goods consistent with the site's intended function.
- Concerned about the methodology adopted for the Sequential Assessment. Concerned that the speculative (outline) proposals for two retail warehouses intended to sell non-food bulky goods have only been included to make the application more policy compliant. There is no guarantee that this will be delivered.
- Whilst the area will look a lot better than it does now, it will allow more fast food takeaways, adding to litter in the area.
- Only goods not sold in the area should be allowed and non-food.
- There are enough garden centres within the Parish, the proposal will kill them off.

- It will add to toxic fumes and pollution from traffic in the area, it is already one of the most polluted areas in England.
- It is adding to the massive overdevelopment in a small area and bad health for the people that reside here.
- No need for another Aldi store in the locality, which will draw more traffic down Barton Road, which is already busy at most times, posing a danger to highway safety. A roundabout should be introduced at the junction of Broadway and Barton Road.

OBSERVATIONS

PRINCIPLE OF PROPOSAL

1. The application site is designated for 'Retail Warehouse Park Development' within the Trafford Core Strategy, Policy W2: Town Centres and Retail and Policy OR1: Retail Warehouse Parks (OSR1.2- Trafford Retail Park, Neary Way, Davyhulme) of the Trafford Local Plan: Land Allocations Consultation Draft (January 2014) are therefore applicable in the assessment of this application.
2. The application site is brownfield land that has been vacant for several years, apart from the temporary use of part of the land for the siting of a hand car wash facility. The site has an extant planning permission for a large retail food store (Use Class A1) (7,426m²), which was allowed on appeal (ref: H/OUT/71053). Consideration is given to this extant planning permission in the assessment of this application.

Retail Test

3. Paragraph 24 of the National Planning Policy Framework states the need for "a sequential test to planning applications for main town centre uses that are not in an existing centre and not in accordance with an up-to-date Local Plan". In addition, because the proposal is over the nationally set threshold of 2,500m² the applicant is required to carry out an impact assessment which tests the likely impact of the proposal on committed and planned investment in the area and the likely impact on the vitality and viability of centres within the catchment area. The catchment area was agreed with the applicant and is the same Primary Catchment area agreed by the inspector at the appeal hearing for the previous permitted food store application. It is agreed that the catchment area remains reasonable and relevant given the distinct trading patterns of Trafford Retail Park
4. Sites that fall within the Primary Catchment Area which have been included in the sequential assessment were identified taking into account the Trafford UDP, the Trafford Core Strategy, the emerging Trafford Land Allocations Plan, Stretford Town Centre Masterplan, and the observations of White Young Green as the consultant. Sites identified for assessment have been selected based on the site area as a whole and included:
 - Land at Station Road/Urmston Railway Station, Urmston (0.5ha);

- Katherine Lowe House, Barton Dock Road, Davyhulme (0.3ha);
 - Essoldo Cinema, Stretford (0.6ha);
 - Stretford Public Hall, Stretford (0.5ha);
 - Land at Newton Street/Lacy Street, Stretford (0.9ha);
 - Land at Bennett Street, Stretford (0.3ha);
 - Stretford Station and Boatyard, Stretford (1.0ha);
 - Royal Canal Works, Stretford (0.7ha); and
 - Land at Crossford Street Stretford (0.3ha).
5. The total floor space provided by the proposal is 7,742m² contained within a site area of 3.1ha. Considering this floor space requirement and the sites above included in the sequential assessment, it is agreed that none of these units are suitable to accommodate the level of floorspace required as they are all much smaller than the site area required for this proposal with the closest site to this requirement being Stretford Station and Boatyard, though this still falls below the requirement by almost 2 hectares. No further testing on availability or viability is required at this stage.
 6. The applicant considers that in relation to the impact from the proposed discount food store, this would be considerably less than the impact from the previous food store application (H/OUT/71053) as the floor space proposed in this application is much lower than the original permission (2,826m² compared to 7, 246m²). In respect to the consent for the previous foodstore application, the applicant has noted that the Council had no issue with the impact on existing, committed and planned public and private investment within the centre. Since the appeal, planning permission has been approved for a small foodstore within Stretford Mall, which the agent understands will not be progressed in the short term and will, in any instance serve a different catchment to that proposed by the discount foodstore in this application.
 7. The approval of a foodstore in Stretford Mall (79391/FULL/2012) will attract a different catchment of shopper according to the evidence provided by the applicant in Appendix 7 of the Planning and Retail statement submitted. The plan shows that the size of the foodstore would generate a 5-minute drive time catchment which would serve a different market to those shoppers who would use the foodstore at Neary Way, Trafford Retail Park. Therefore, it is considered that the proposed foodstore would not have a significant adverse impact on the committed foodstore approved in Stretford Mall.
 8. The impact on existing, planned and committed development has also been considered by the applicant. An Aldi foodstore continues to operate in Urmston Town Centre and has done so successfully for a while. A letter of support has been submitted by Aldi which states that they are confident that the stores will have two distinct catchment areas and that both stores can be sustained in the long term ensuring that customer needs are met at both locations. Aldi have also confirmed that they have a 20 year lease with the unit in Eden Square, Urmston. The same argument has been put forward in relation to the Costa Coffee drive-thru café element of the proposal where the retailer has confirmed that the market they will mainly attract will be existing

shoppers at the retail park and have provided other local examples where they operate within both a town centre and out of centre retail park format.

9. With regards to the impact likely from the comparison element of this proposal, the applicant has inferred that most of the trade will be diverted away from units currently operating at the existing retail park, Asda store (Trafford Park) and the Trafford Centre given the nature of the goods to be sold from the majority of the proposal (bulky goods).
10. There are very few vacant units in Eden Square and a number of the remaining units appear to be under offer. The vacancy rate for Urmston Town Centre as a whole is 7% which is below the national average of 11% and so the vitality and viability of the town centre is very good and makes for a healthy town centre. This is unfortunately not the same for Stretford Town Centre, which has a much higher vacancy rate of 34%, well above the national average. Here the applicant also refers to the inspectors views on the proposed impact of the Tesco store Stretford, on Stretford Mall. The inspector described the Mall as benefitting from good representation from national multipliers, and as busy and well-used, though agreed that the external appearance of the Mall requires improvements. The applicant considers further that the market served by this proposal will be distinct and different to that which is served by Urmston and Stretford town centres.
11. For consideration, the applicant maintains that the nature of the proposed discount foodstore (Aldi) operates in a different way than a regular supermarket. The goods sold from an Aldi store are restricted and do not include goods that you would find within a typical supermarket such as tobacco products, newspapers/magazines, fresh cuts of meat and unwrapped breads and cakes. In addition, Aldi stores do not have hot food counters, customer toilets, café/restaurants, or in-store franchises such as pharmacies, dry-cleaning and photo processing. Fundamentally, this means that Aldi foodstores take up a relatively small amount of net sales floor space compared to a typical supermarket.
12. It is considered that the applicant has sufficiently demonstrated that there are no sequentially preferable locations or sites that could accommodate this development proposal and has also demonstrated that the proposal will not have a significant adverse impact on planned or committed public or private sector investment or the vitality and viability of Urmston and Stretford Town Centres. The applicant has demonstrated that trade draw will be significantly less than it would be if the existing permission for a foodstore is implemented. The inspector at the appeal hearing for the previous foodstore application considered that the impact of the food store proposal was acceptable and permission was therefore granted. It is therefore considered that the proposal complies with the tests set out in the NPPF and Policy W2 of the Trafford Core Strategy.
13. The applicant has suggested and agreed a number of conditions that could be attached to a granting of planning permission, which include: -

- A control over the range of goods which can be sold from the B & M Home Store unit, ensuring that the majority of the floor space (80%) is utilised for the sale of bulky goods in accordance with the site's allocation.
 - A restriction on the floor space of the proposed discount food store unit.
 - A condition that restricts the goods sold in the two non-food bulky goods retail units to those goods sold in non-food retail warehousing.
14. All three conditions are considered acceptable and it is therefore recommended that these conditions are attached.

DESIGN AND APPEARANCE

15. The application proposes the creation of four retail units and one drive-through food and drink unit. The food retail unit and non-food retail warehouse would be situated to the western corner of the site, in a similar location to the approved supermarket. These units would have a maximum height of 10.78m to the main roof and 12.9m to the entrance features, similar to the existing neighbouring retail warehouse units to the north of the site.
16. The proposed drive through food and drink unit would be situated to the eastern side of the site, adjacent to Barton Road. This would be a smaller unit, with a lower height of 5.7m. It is noted that larger commercial units where previously located close to the eastern boundary when car showrooms formerly occupied the site. It is also recognised that the site has an extant outline planning permission for a petrol filling station in a similar location to the proposed drive-through (79688/O/2013).
17. The proposed buildings would be relatively simple and typical in design for buildings within a retail park and are considered to be in keeping with the existing retail units to the north of the site. It is therefore considered that the proposal would not appear over prominent within the existing street scene or out of character with the surrounding area.
18. The application includes the provision of enhanced landscaping and tree planting around the site. The existing shrubbery within the site is predominately 'self-setting', overgrown and of poor quality. The proposal would include the provision of a landscaping bed up to 11.4m deep on the eastern boundary of the site with Barton Road, which would help to soften the appearance of the proposed development, including cars accessing the proposed drive-through, when viewed from Barton Road. Planting beds, which would range between being 2m and 13m deep are also proposed along Neary Way, which would also soften the appearance of the proposed development. Smaller planting beds and trees are also proposed within the car parking areas
19. It is also noted that the application site is a vacant, disused plot of land that forms an unattractive negative feature within the existing street scene and adversely impacts on the character of the surrounding area. The proposed development would bring this brownfield site back into use, making the overall Trafford Retail Park site more attractive. It is therefore considered that the

proposal would have a positive impact on the existing street scene and the character of the surrounding area.

RESIDENTIAL AMENITY

20. The nearest residential properties to the application site are situated to the south on Welwyn Close (35m away), Wycombe Close (35m away) and Eltham Drive (36m away). A minimum distance of 40m would lie between the proposed non-food retail warehouse and the nearest properties on Welwyn Close. The indicative layout provided for the proposed non-food retail warehouses (which seek outline consent) shows a minimum distance of 50.5m between these units and the properties on Wycombe Close and Eltham Drive.
21. Rivers Lane, which lies to the south of the site and provide access to Davyhulme Waste Water Treatment Works, lies between the application site and the neighbouring properties on Welwyn Close and Wycombe Close. A mature hedge lies along both sides of this road, which partially screens views of the site from these neighbouring properties. An 18m deep densely planted buffer strip also lies between the site and Rivers Lane, which would provide a soft green planting buffer between the proposed development and the neighbouring residential properties to the south of the site. It is therefore considered that the proposed development would not have an overbearing impact on neighbouring residents.
22. The application includes the provision of lighting columns within the site, which are typical features within a retail park. The application has submitted a lighting contour plan which shows that the proposed lighting would not spill over to Rivers Lane. The Council's Pollution and Licensing Service have raised no objections to the proposed lighting and note that where lux levels are shown to be high, they would be well contained within the development site. It is therefore considered that the proposed lighting would not unduly impact on the amenity of neighbouring residents.
23. In line with the extant planning permission, a condition is recommended restricting the hours of servicing of the proposed stores to between 7am and 11pm, in order to minimise the risk of undue disturbance to neighbouring residents. Due to the location of the proposed drive-through food and drink unit (Unit 17), close to Barton Road where residential properties are located, a condition is also recommended restricting the opening hours of this unit. A closing time of 11pm has been agreed with the applicant, though discussions are currently taking place in regards to the opening hour in the morning; an update on this will be provided within the Additional Information Report.
24. In order to minimise disturbance to neighbouring residents during the period of construction, the applicant has agreed to a condition requiring the submission and implementation of a dust management plan. A condition is

also recommended requiring the implementation of a wheel wash facility for construction traffic exiting the site.

TRAFFIC IMPACT, HIGHWAY SAFETY AND PARKING PROVISION

25. The Council's car parking standards require the provision of a total of 308 car parking spaces to serve the overall proposed development. The applicant is also required to provide motorcycle and short and long stay cycle parking provision. The applicant has demonstrated that this level of car parking can be provided within the site.
26. The applicant has submitted an amended layout plan in order to address concerns raised by the Local Highways Authority with regards to cycle and motorcycle parking, landscaping and trolley bay provision within the site. The applicant is also submitting further information in regards to the servicing of the units. The amendments and additional information are currently being considered and further comments from the LHA regarding these amendments, the layout of the site and servicing arrangements will be reported in the Additional Information Report.
27. Concerns raised by neighbouring residents in regards to an increase in traffic on Barton Road resulting from the proposed development are noted. The applicant identifies that the proposed development would generate a lower trip generation than the extant planning permission for a supermarket with petrol filling station. The LHA has requested further information to demonstrate this, which the applicant is currently working on. Further information on anticipated trip generation resulting from the proposed development will be reported in the Additional Information Report.
28. As part of the extant planning permission (H/OUT/71053) the following works were agreed with the Council and the Highways Agency:
 - Widening of the Neary Way entry into the roundabout access off Barton Road;
 - Improvements to the Barton Road entry to Junction 10 which included widening and realigning of Barton Road pulling the road west into the corner of the TRP site, thus also providing greater separation distance between entry and exit points to the roundabout and more stacking space for circulating traffic; and
 - A Puffin crossing on Barton Road immediately south of the Neary Way roundabout.
29. Some works have been undertaken at Junction 10, however not all identified as being necessary for the proposed development have been carried out. The LHA considers that it is also necessary for these works to be carried out to mitigate against the impacts of the proposed development and to provide a safe pedestrian crossing for visitors to the site. Conditions are recommended requiring that these works and works to Neary Way are carried out prior to the commencement of the development.

DEVELOPER CONTRIBUTIONS

30. This proposal is subject to the Community Infrastructure Levy (CIL) and comes under the charging categories of 'retail warehouse' and 'supermarket outside defined town centres', consequently the development will be liable to the CIL charge rates of £75 and £225 per square metre respectively, in line with Trafford's CIL charging schedule and revised SPD1: Planning Obligations (2014).
31. The applicant has agreed to enter into a Unilateral Undertaking to provide a financial contribution towards an air quality monitoring station within the locality of the site. Discussions are currently taking place with the applicant in regards to this and further details will be provided within the Additional Information Report.

RECOMMENDATION: GRANT subject to the following conditions

That upon satisfactory completion of the above legal agreement, planning permission be GRANTED subject to the following conditions: -

1. Standard Time Limit for Full application elements
2. Reserved Matters Time Limit for Outline elements
3. Submission of Reserved Matters
4. List of Approved Plans
5. Materials in relation to full application elements
6. Landscaping
7. Landscape Maintenance
8. Provision and Retention of Parking and Servicing Areas
9. Provision and Retention of Cycle and Motorcycle Parking
10. Contaminated Land
11. Construction Management Plan including Dust Management and Wheel Wash
12. Submission of Sustainable Drainage Scheme
13. Submission and implementation of a Servicing Management Plan
14. Crime Prevention Measures including CCTV
15. Travel Plan
16. No deliveries shall be taken at or despatched from the stores hereby permitted and no collection of refuse or recycling materials shall be made before 07:00 hours of after 23:00 hours on any day.
17. The total gross internal floor area of the foodstore (Unit 14) hereby permitted shall not exceed 1,685m². The total Class A1 retail sales area shall not exceed 1,350m². The Class A1 retail sales area devoted to the sale and display of convenience goods shall not exceed 1,080m².
18. Notwithstanding the provision of the Town and Country Planning (General Permitted Development) Order 1995 (as amended) and the Town and Country Planning (Use Classes) Order 2005, Unit 15 (the B&M Home Store) shall not be used (except as ancillary to other sales) as anything other than non-food retail warehousing. The following goods and services shall not be sold from this unit:

- Food, other than, from a maximum of up to 25m²,
 - Clothing, footwear and textiles for clothing, other than, the sale of non-fashion clothing and footwear from a maximum of up to 25m²,
 - Sports goods,
 - Toys, other than, from a maximum of up to 150m²,
 - Books (except those directly connected with goods sold on the same premises)
 - Photographic goods,
 - Musical instruments, records, cassettes, tapes, video tapes,
 - Jewellery, watches, clocks, ornaments, silverware and glassware, other than, the sale of ornaments from a maximum of up to 93m²,
 - Stationary
19. The retail warehouse units (Units 16A and 16B) hereby permitted shall not be used as anything other than non-food retail warehousing, nor shall they be used for the sale of any of the following items: Clothing and footwear; Books; Records; CD's videos, DVDs or other recorded media; Jewellery; Cosmetics; toiletries, perfume or pharmaceutical products; or Greeting cards.
 20. Restriction of hours of use of Unit 17 (drive-through unit).
 21. Installation of oil and petrol separators
 22. Submission of details and implementation of acoustic treatment of plant
 23. Submission and implementation of commercial kitchen ventilation and odour control systems.
 24. Trolley bays and/or a scheme for setting out the management of trolley storage

VW



LOCATION PLAN FOR APPLICATION No: - 83807/FULL/2014

Scale 1:2500 for identification purposes only.

Head of Planning Services, 1st Floor, Trafford Town Hall, Talbot Road, Stretford, M32 0TH

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WARD: Gorse Hill

83818/VAR/2014

DEPARTURE: No

VARIATION OF CONDITION 2 OF H/61891 TO ALLOW THE SHOP TO BE OPEN TO THE PUBLIC BETWEEN 07:00 HOURS AND 24:00 HOURS (MIDNIGHT) ON ANY DAY.

872 Chester Road, Stretford, M32 0PA

APPLICANT: Mr Christopher Orumah

AGENT: PJ Planning

RECOMMENDATION: GRANT

Councillor Walsh has requested that the application be determined by the Planning Development Control Committee for the reasons set out in the report.

SITE

The application site relates to an existing retail property within a parade of commercial units, near to the Gorse Hill Hotel, that front onto the A56 Chester Road. The store at 872 Chester Road trades as 'Local Choice' and is a general store and off licence selling a range of goods including food, drink (including alcoholic drinks), DIY tools and hardware, household and pet items, toys and confectionary.

This section of Gorse Hill Local Centre consists of 9 individual shop units plus the Gorse Hill Hotel, two of which are currently vacant, two are general stores (including the application site), two hot food takeaways, one doctor's surgery, one pharmacy, and one car supplies store. There are a number of residential properties at first floor level and above including some stand-alone flats and others associated with the retail use at ground floor.

The rear of the properties consists of a number of small concrete yards and outriggers, flue vents and minor extensions/storage units. Residential properties associated with Gorse Street bound the application site to the rear, although the facing rear yards are separated by an alleyway that services the commercial parade.

PROPOSAL

The applicant is seeking to vary Condition 2 of planning permission H/61891 for the change of use of the ground floor of this unit from a surgery (Use Class D1) to a shop (Use Class A1) retaining residential use above which was approved with conditions on 25th May 2005.

The original condition 2 was as follows:

"The shop hereby approved shall not be open to the public after 21:00 hours and before 08:00 hours on any day.

Reason: To protect the amenities of adjoining residential properties and prevent any additional disturbance created by later opening hours than those approved, having regard to Proposal D1 of the Trafford Unitary Development Plan and the Proposed Adopted Plan.”

The applicant originally sought to vary Condition 2 to state as follows:

“The shop hereby approved shall not be open to the public after 24:00 hours and before 06:00 hours on any day.”

Therefore, the applicant was seeking to extend the opening hours by two hours earlier in the morning and three hours later in the evening to apply on any day of the week, including weekends.

Following discussion with the applicant, the proposed opening hours have been amended during the course of the application. Therefore, the applicant is seeking to vary Condition 2 as follows:

“The shop hereby approved shall not be open to the public after 24:00 hours and before 07:00 hours on any day.”

DEVELOPMENT PLAN

The Development Plan in Trafford Comprises:

- The **Trafford Core Strategy**, adopted 25th January 2012; The Trafford Core Strategy is the first of Trafford’s Local Development Framework (LDF) development plan documents to be adopted by the Council; it partially supersedes the Revised Trafford Unitary Development Plan (UDP), see Appendix 5 of the Core Strategy.
- The **Revised Trafford Unitary Development Plan (UDP)**, adopted 19th June 2006; The majority of the policies contained in the Revised Trafford UDP were saved in either September 2007 or December 2008, in accordance with the Planning and Compulsory Purchase Act 2004 until such time that they are superseded by policies within the (LDF). Appendix 5 of the Trafford Core Strategy provides details as to how the Revised UDP is being replaced by Trafford LDF.
- The **Greater Manchester Joint Waste Plan**, adopted 01 April 2012 now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.
- The **Greater Manchester Joint Minerals Plan**, adopted 26th April 2013 now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L7 – Design

W2 – Town Centres and Retail

PROPOSALS MAP NOTATION

S10 - Local Shopping Centre

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

None relevant

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

The DCLG published the National Planning Policy Framework (NPPF) on 27 March 2012. The NPPF will be referred to as appropriate in the report.

RELEVANT PLANNING HISTORY

H/61891 – 872 Chester Road - Change of use of the ground floor from a surgery (Use Class D1) to a shop (Use Class A1) retaining residential use above. Approved with conditions 25th May 2005.

82874/FULL/2014 – 868/870 Chester Road – Erection of single storey extension to rear of commercial premises and installation of 2no. external staircases to provide independent access to upper floors. Formation of new shop front in connection with the conversion of A1 and A5 units into a single retail premises. Approved with conditions 16th July 2014. – There were no limiting conditions relating to operating hours with this permission as the application was solely for external alterations to the property and not the use of the property as the change from A5 to A1 was covered under permitted development rights.

H68265 – 880 Chester Road - Variation of Condition 3 of planning permission H/37790 (Change of use of ground floor from amusement centre and cafe to hot food takeaway and cafe) to allow opening between 1100-0200 Sunday-Thursdays and between 1100-0400 Friday-Saturday. Refused 19/12/2007. Reason – *“The proposal would be seriously detrimental to the amenities and reasonable quiet enjoyment of the occupiers of nearby residential properties in particular because it would give rise to an increase in noise and general disturbance from customers attracted to the premises, particularly early in the morning.”*

H/64150 – 880 Chester Road - Variation of condition 1 of planning permission H/43740 to allow opening of hot food takeaway between 1100 and 0030 Sunday to Wednesday and 1100 and 0100 Thursday to Saturday. Variation of condition approved 05/05/2006 as follows: *“The premises shall not be open to the public other than between the hours of 0800 and 0030 on Sundays to Wednesdays and 0800 to 0100 on Thursdays to Saturdays. Reason: In the interest of residential amenity and in compliance with Proposals D1 and D9 of the Adopted Trafford Unitary Development Plan and Proposals D1 and D9 of the Proposed Adopted Trafford Unitary Development Plan.”*

H/53599 – 876 Chester Road - Variation of condition 3 on H/46345 to extend hours of opening of hot food takeaway on Friday night/Saturday morning and Saturday night/Sunday morning until 1am and on Sunday night until midnight - Approved With Conditions 14/06/2002.

APPLICANT'S SUBMISSION

In their supporting planning statement, the applicant argues that the existing permitted hours of opening are considered to be far too restrictive and hinder the effective running of the business. Through reference to existing permissions on units within the vicinity (as set out in the Relevant Planning History section above) the applicant argues that a precedent has already been set for trading between the hours of 0600 and midnight at this particular parade. In particular that planning permission H/68265 demonstrates that the Local Planning Authority take a stricter approach to takeaway uses (*A5 Use Class*) opening *way beyond midnight hours* (their emphasis).

In relation to Policy L7 – Design of the Trafford Core Strategy, they argue that the proposal will not result in any noise or odour pollution due to the retail use of the premises, that litter can be kept under control and that the use of CCTV and an alarm system, in combination with the street lighting and busy road helps control crime.

They argue that midnight is a reasonable and realistic closing time in this particular location and it will protect existing levels of amenity for the existing and any future occupants of this site and surrounding area. The applicant considers that the other commercial occupiers are arguably far more likely to create noise due to the nature of their use (i.e. hot food takeaways and the public house) than the application site. The applicant states that the premises will be strictly managed by staff who will restrict members of the public from gathering outside the premises once goods have been purchased within the shop.

CONSULTATIONS

TMBC Pollution and Licencing – no objections

GM Police – Divisional Licencing Officer – no objections based on no recorded incidents of anti-social behaviour associated with the application premises.

GM Police - Design for Security – no objections.

REPRESENTATIONS

Councillor Walsh – called in application for consideration at planning committee in response to serious resident concern relating to noise and public safety.

One letter of objection has been received from the adjacent shop at 870 Chester Road including a signed petition of 14 names, which expresses concern about the proposed extension of operating hours on the basis that it will exacerbate existing problems of anti-social behaviour associated with the application site, including thefts, illegal drug use/sales, under-age alcohol sales, intimidation, noise, disturbance and gang activity. The objector argues that the application should be refused on the basis that it will adversely impact upon on amenity due to noise and on public safety.

OBSERVATIONS

1. The application site lies within the Gorse Hill Local Centre as designated under Core Strategy Policy W2 and Proposal S10 of the Revised Trafford UDP. The existing retail use of the application premises is therefore consistent with this designation and with other uses within the Local Centre. In terms of this application for an extension of opening hours, the key planning matters to consider relate to residential amenity and public safety.
2. It is recognised that there are a number of existing premises within this shopping parade that operate into the late evening/night time. Planning permission (H/64150) has previously been granted for the Peter Pan Pizza at 880 Chester Road to open between the hours of 08:00 and 00:30 on Sundays to Wednesdays and 08:00 to 01:00 on Thursdays to Saturdays. In addition, the Gorse Hill Hotel Public House opens until 23:00 on weekdays and 00:00 at weekends.
3. It is recognised that some existing units may be able to operate at later/earlier times (e.g. 870/868 Chester Road) but that these have not been subject to formal planning control through recent planning applications.
4. The application site is close to a number of residential properties, either standalone apartments or flats associated with ground floor retail uses. Analysis of Council Tax records indicate that the following addresses are in use as residential properties: 868, 870, 872A, 876, 878, Flat above 880, Flat above 882 and the Gorse Hill Hotel. Therefore it is necessary to consider the impact of the extended opening hours on the amenity of residents in these properties.
5. There have been no objections from any residential occupiers within the vicinity of the application site. Although one of the adjoining commercial neighbours has objected to the scheme and raises issues of criminal and anti-social behaviour, this has not been substantiated by evidence from the Police or from Licensing, nor has GM Police Design for Security raised any objections to the amended opening hours. Therefore, it is not considered that the proposal will have a significant adverse impact on public safety.
6. It would also be difficult to demonstrate that this extension to opening hours would make noise issues significantly worse given the existing late night uses in the parade. Therefore, it is not considered that the proposal will have a significant adverse impact on residential amenity.

7. Therefore, it is considered that an extension of opening hours to midnight on any day of the week is acceptable in relation to Core Strategy Policy L7.
8. With regard to extending the opening hours to 7am on any weekday, it is considered that this element of the proposal would be in line with other units and planning permissions elsewhere within this part of Gorse Hill Local Centre. It is therefore considered that extending the morning opening hours to 7am would not adversely affect residential amenity in line with Core Strategy Policy L7.

ACCESS AND HIGHWAYS

9. The application site relates to a mid-terrace unit, which provides no opportunities for customer/staff parking within the curtilage. It appears that a number of people choose to park on the large frontage to this parade of shops and it is considered that the proposal will have no additional or adverse effects upon the highway, based on existing arrangements

DEVELOPER CONTRIBUTIONS

This proposal involves no changes in floorspace and is therefore not subject to the Community Infrastructure Levy (CIL). No other planning obligations are required.

RECOMMENDATION: GRANT subject to the following conditions: -

1. The development must be begun not later than the expiration of three years beginning with the date of this permission.
2. The shop hereby approved shall not be open to the public after 24:00 hours and before 07:00 hours on any day.

MJW



LOCATION PLAN FOR APPLICATION No: - 83818/VAR/2014

Scale 1:1250 for identification purposes only.

Head of Planning Services, 1st Floor, Trafford Town Hall, Talbot Road, Stretford, M32 0TH

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ERECTION OF A DOUBLE MODULAR CLASSROOM WITH ASSOCIATED RAMPS FOR A TEMPORARY PERIOD OF 5 YEARS.

Firs County Primary School, Firs Road, Sale, M33 5EL

APPLICANT: Trafford Council

AGENT: Trafford Council

RECOMMENDATION: GRANT

SITE

The application relates to The Firs County Primary School, a predominantly single storey irregularly shaped building on the southeastern side of Firs Road in Sale. There is a smaller building, adjacent to the north-eastern corner of the site which accommodates the nursery classrooms. The existing associated car parking area is at the front of the site accessed via Firs Road. The main playing field areas are to the rear (southeast) of the school building and are adjoined by residential properties around the site boundary to the east (Gaydon Road and Dorrington Road) and west (Truro Drive). There are residential properties on the opposite side of Firs Road facing the frontage of the school. There are landscaped areas and fencing between the school buildings and site boundary with Firs Road.

PROPOSAL

Erection of a double modular classroom with associated ramp and steps for a temporary period of 5 years. The building would measure 24m x7.2m plus associated ramp and would have a maximum height of 3.5 metres. The building would be constructed from polyester powder coated steel – colours to be pale grey and white. The building would be located to the rear (southeast) of the main school building on an area of the playing field associated with the school.

Amended plans have been submitted showing ramps associated with the fire escape doors on the side elevations of the building, to address concerns raised by Trafford's Fire Safety Officer.

The building is proposed to accommodate an increase in pupils due to an increased demand for school places in Sale. The Firs Primary has been identified for expansion to help accommodate the additional children within the catchment area. It is therefore intended to provide this unit as a temporary solution until funds can be sought for a permanent building, an alternative solution can be found or demand reduces in the next few years.

The total floorspace of the proposed development would be 173 m².

DEVELOPMENT PLAN

The Development Plan in Trafford Comprises:

- The **Trafford Core Strategy**, adopted 25th January 2012; The Trafford Core Strategy is the first of Trafford's Local Development Framework (LDF) development plan documents to be adopted by the Council; it partially supersedes the Revised Trafford Unitary Development Plan (UDP), see Appendix 5 of the Core Strategy.
- The **Revised Trafford Unitary Development Plan (UDP)**, adopted 19th June 2006; The majority of the policies contained in the Revised Trafford UDP were saved in either September 2007 or December 2008, in accordance with the Planning and Compulsory Purchase Act 2004 until such time that they are superseded by policies within the (LDF). Appendix 5 of the Trafford Core Strategy provides details as to how the Revised UDP is being replaced by Trafford LDF.
- The **Greater Manchester Joint Waste Plan**, adopted 01 April 2012 now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.
- The **Greater Manchester Joint Minerals Plan**, adopted 26th April 2013. On the 13th March 2013, the Council resolved that the Minerals Plan, together with consequential changes to the Trafford Policies Map, be adopted and it came into force on the 26th April 2013. The GM Joint Minerals Plan therefore now forms part of the Development Plan in Trafford and will be used alongside district-specific planning documents for the purpose of determining planning applications.

PRINCIPAL RELEVANT CORE STRATEGY POLICIES

L4 – Sustainable Transport and Accessibility

L7 – Design

L8 – Planning Obligations

R5 – Open Space, Sport and Recreation

PROPOSALS MAP NOTATION

Protected Open Space

PRINCIPAL RELEVANT REVISED UDP POLICIES/PROPOSALS

OSR5 – Protected Open Space

NATIONAL PLANNING POLICY FRAMEWORK (NPPF)

The DCLG published the National Planning Policy Framework (NPPF) on 27 March 2012. The NPPF will be referred to as appropriate in the report.

RELEVANT PLANNING HISTORY

H/LPA/70008 – Erection of single storey extension to the nursery and erection of single storey extension to the school including a link corridor, extension to playground and associated landscaping – Approved 2008

H/LPA/69564 – Provision of new area of hard standing to create enlarged car park; alterations to existing pedestrian and vehicular entry/exit points and associated material alterations to front boundary – Approved 2008

H/62456 – Erection of pre-cast concrete sectional store building for storage purposes – Refused 2005

H/42455 – Erection of single storey extension to form additional classrooms – Approved 1996

H/26450 – Erection of detached nursery classroom – Deemed Consent 1988

APPLICANT'S SUBMISSION

A Design and Access Statement has been submitted and this will be referred to within the Observations Section of the report where necessary.

CONSULTATIONS

LHA – The proposed development would require an additional 4 parking spaces on site to comply with Core Strategy requirements. No additional spaces are proposed and therefore the school will need to update their school travel plan and address the cycling parking and motorcycle standards for the new development.

Strategic Planning and Developments – No objections. Comments incorporated into the 'Observations' section below

Built Environment – No comments received at the time of writing. Any comments will be included in the Additional Information Report.

Pollution and Licensing – No comments received at the time of writing. Any comments will be included in the Additional Information Report.

Sport England – No objections. Permission is sought for the installation of a temporary classroom unit. The building would be located on an area of grass to the rear of the existing school buildings.

Whilst this area of the site forms part of the grass area of playing field, aerial photographs show that the classroom unit would not interfere with any existing pitches, nor would it result in the loss of sports facilities. Given that the permission is sought for a temporary period, Sport England does not wish to raise an objection to this application, **subject** to a condition stating that the modular classroom unit and other associated structures (such as ramps and steps) shall be removed from the site before, or at the end, of the period for which planning permission is granted by this decision and that within three months of removal [or in the first planting season following removal], the land shall be reinstated to playing field of a quality at least equivalent quality to that which existed immediately before the development commenced.

REPRESENTATIONS

Neighbours: - One letter of objection received comments as follows:-

- The school has already built a nursery recently which has increased the size of the school which has increased traffic parking and noise on Gaydon Road
- The proposed classroom would make the school too large for this area and the buildings are creeping closer to the objector's garden boundary.
- The school is large enough and it is time to stop extending the size of the building.

One letter of support as follows:-

- Support the application as it appears to be in harmony with the existing height of the building, is of suitable overall design and is of single storey construction.
- It is clearly needed due to rising number of places required.

OBSERVATIONS

PRINCIPLE OF DEVELOPMENT

1. In Sale there has been a steady increase in the demand for school places primarily due to increasing birth rates. In order to rationalise the places available a number of schools will need expanding. The Firs Primary has been identified for expansion to help accommodate the additional children within the catchment area.
2. It is therefore intended to provide this modular building as a temporary solution until funds can be sought for a permanent building, an alternative solution can be found or demand reduces in the next few years.
3. The proposal represents an extension to an existing school for the purpose of providing additional accommodation as a response to demographic requirements in Trafford which indicates a need for Primary Schools to be expanded. The proposed development would have the wider public benefit of improving educational facilities at the site. Paragraph 72 of the NPPF states that '*The Government attaches great importance to ensuring that a sufficient choice of school places is available to meet the needs of existing and new communities. Local Planning Authorities should take a proactive, positive and collaborative approach to meeting this requirement and to development that will widen choice in education. They should give great weight to the need to create, expand or alter schools*'. In addition, the Communities and Local Government Policy Statement 'Planning for Schools Development' published in August 2011 states that '*There should be a presumption in favour of the development of state-funded schools, as expressed in the National Planning Policy Framework.*'
4. The application site is allocated as Protected Open Land (OSR5) within the Revised Trafford Unitary Development Plan (2006). The application involves the

loss of a relatively small part of the grassed area which edges the hard-standing within the fenced area of the school.

5. As part of the proposal involves the loss of open space it needs to be considered against Policy R5 which states that “Development which results in an unacceptable loss of quantity of open space, sport or recreation facilities or does not preserve the quality of such facilities will not be permitted.”

It is considered on balance:

- that the area is a small area along the edge of the hard-standing;
 - the loss is not permanent; and
 - the area is not an area used for sports.
6. It is therefore considered that the loss of open space is acceptable as the loss is not playing field and the loss is temporary only. It is also noted that the facility will provide disabled wc facilities. The Council’s Education Support team have stated that the site area for Firs Primary School is 18,809m² of which 7735m² is the field area. A school with an admission number of 45 (315 pupils in total) requires a site of 12,395m² and a soft outdoor PE area (playing field) of 6,300m² so there is 1,435m² of surplus playing field. The double mobile classroom will require a fraction of the surplus so the Education Support team are satisfied that there is still sufficient play area to meet the BB103 standards required for the number of pupils.
 7. Sport England have not objected to the proposals on the basis that the permission is sought for a temporary period only and have stated that a condition should be attached to any approval requiring its removal from the site at the end of the temporary period and that the land is then re-instated to its former condition. A condition is recommended accordingly.
 8. Therefore it is considered that the proposal is acceptable in principle and is complementary to the existing school use on site, subject to compliance with Policy L7 of the Core Strategy which is considered below.

IMPACT ON RESIDENTIAL AMENITY

9. The proposed building would be set approximately 13 metres away from the garden of the nearest residential property to the southwest on Truro Drive. There are intervening mature trees, shrubs and fencing. The single storey nature of the structure and distances involved will mean that the building will not result in loss of light or be overbearing for the occupiers of nearby residential properties. Given the siting of the windows in the front and rear elevations of the building and the height of the building it is not considered that the proposal would result in any loss of privacy to occupiers of adjacent residential properties.
10. The proposed building would be sited well within the school grounds on an area currently available to pupils for outdoor play. It is therefore not considered that the building would result in an increase in noise and any noise would in any event predominantly be during daytime hours. It is noted that the amended plans submitted as a result of comments made by Trafford’s Fire Safety Officer show

ramps associated with the fire escape doors on the side elevations of the building. It is not considered that the addition of these ramps would have a material impact on amenity as they would be predominantly for fire escape use and as indicated above there are intervening mature trees, shrubs and fencing to the nearest neighbouring properties.

DESIGN AND IMPACT ON THE STREETSCENE

11. The detached modular building would be single storey in nature and is situated to the rear (southeast) of the main school building adjacent to the existing school playing fields.
12. The design of the building is standard for a temporary modular building of this nature and given the relatively simple design of the building and the palette of materials used and the temporary nature of the structure it is considered that the design of the building is acceptable. The proposed building would be set approximately 13 metres away from the garden of the nearest residential property to the southwest on Truro Drive. There are intervening mature trees, shrubs and fencing and given its location to the rear of the main building the impact on the wider streetscene would be limited. It is not therefore considered that the proposed building would have an obtrusive or detrimental impact on the streetscene.

PARKING AND HIGHWAY SAFETY

13. The erection of the proposed building would not result in any loss of parking within the site but would result in an increase in pupil and staff numbers. The LHA have commented that the proposals would require an additional 4 parking spaces on site to comply with Core Strategy requirements. No additional car parking spaces are proposed, however this is not an area of significant parking stress and the modular building is temporary in nature. It is therefore considered that provided that the school updates their school travel plan and provides an increase in the cycle and motorcycle parking at the site, the proposal would have an acceptable impact.

DEVELOPER CONTRIBUTIONS

14. This proposal is subject to the Community Infrastructure Levy (CIL) and comes under the category of public or institutional facility, consequently the development will be liable to a CIL charge rate of £0 per square metre in line with Trafford's CIL charging schedule and revised SPD1: Planning Obligations (2014).
15. No other planning obligations are required.

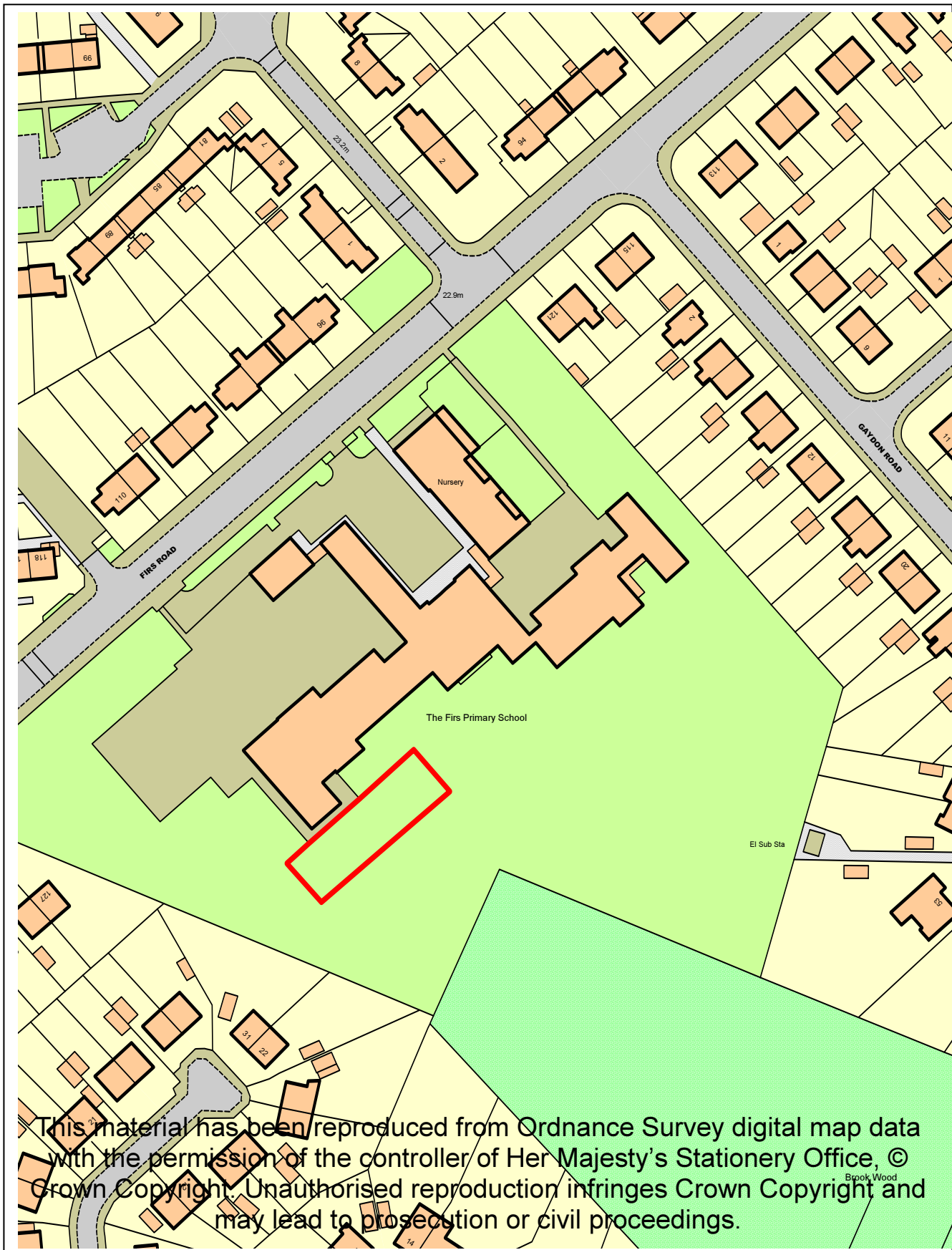
RECOMMENDATION: GRANT subject to the following conditions:-

1. This planning permission is granted for a limited period expiring on 11th December 2019; all buildings, works, uses of land or other developments hereby permitted shall be removed or discontinued (as the case may be) and the land reinstated to its former condition in accordance with a scheme of work submitted

to and approved by the Local Planning Authority, at or before the expiration of the period specified in this condition.

2. Compliance with plans
3. Materials as set out in Design and Access Statement
4. Updated Green School Travel Plan to be submitted
5. Provision of cycle / motorcycle parking in accordance with details to be agreed by the LPA

JJ



LOCATION PLAN FOR APPLICATION No: - 83959/FULL/2014

Scale 1:1250 for identification purposes only.

Head of Planning Services, 1st Floor, Trafford Town Hall, Talbot Road, Stretford, M32 0TH

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